

Six Months Aint No Sentence
2015
Jim Leftwich

Book 135

|||||

10.05.2015



am revealing wher blu
our margins phel
itself if at if
borserl flat depth
approak crote
crat cross thru that
fire.

the sond streals
itself time
before glat
float this cid
o god-loose
strict upon
linelove
biru day lake
becomes drip
knee ooze poem.

inner eat
stread
peaceglue
torc give
glint in flob.

shoe-sniiple
an tho
motor-war
covardio stomped
drop pit theh
electrid hurculf

swlooon
o download
rapida
fluit in
tlh pinks.

|||||
Clues offered:
guerilla love-fare,
or total non-coop,
hypertense
freak beam probing,
Give, stomp brain-valves,
end the dread Hustle forever/
----Ed Sanders, Soft-Man IX
|||||

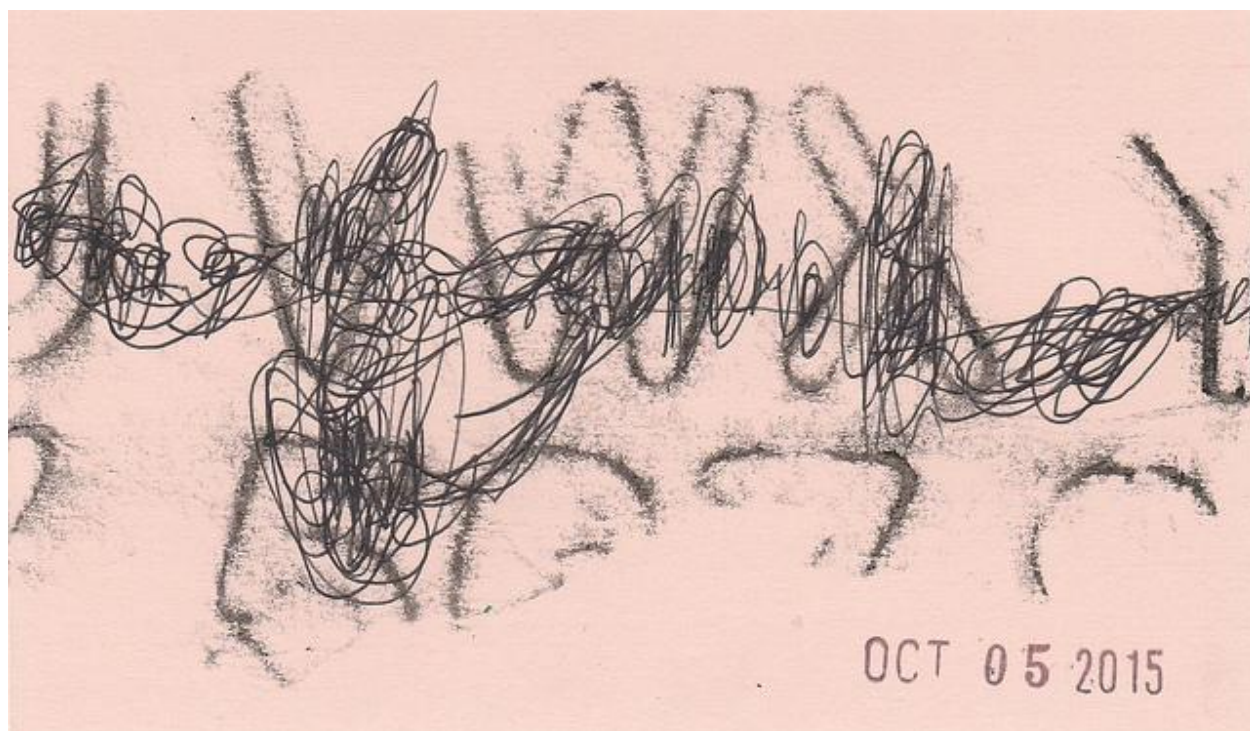
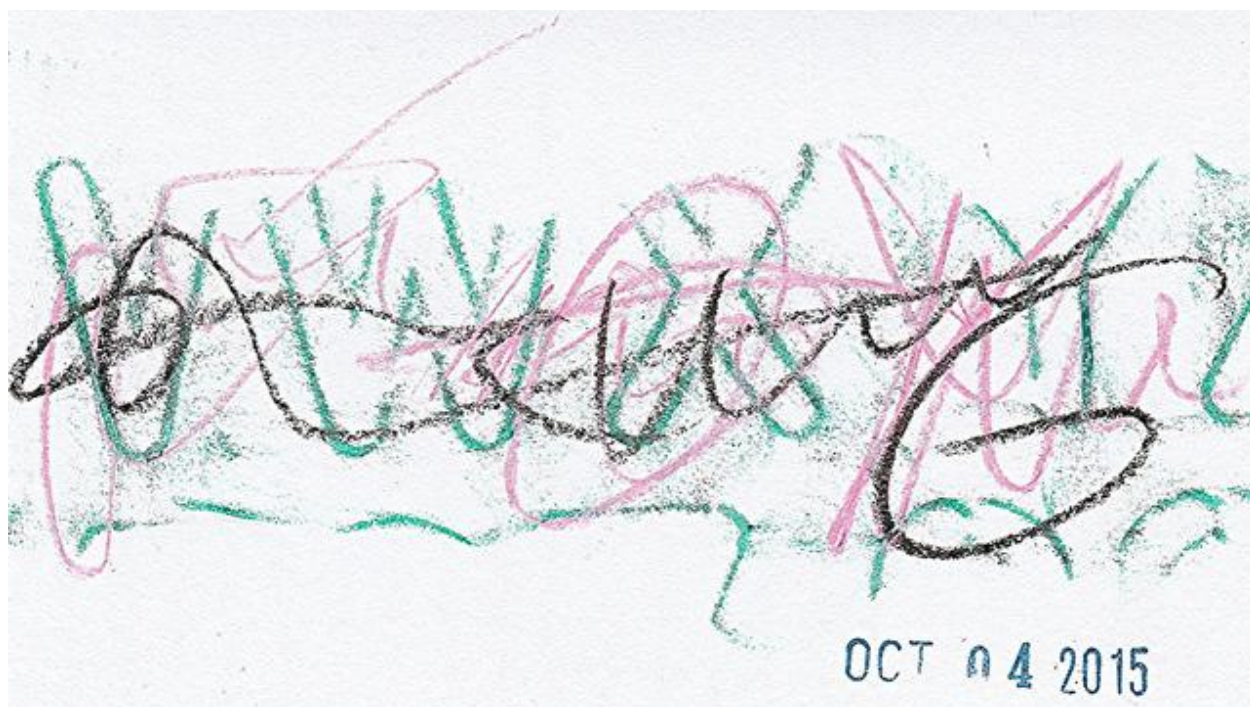
10.06.2015

GH?FG>Fhwob.fgkpgfGGR
GrTHTHtHr/HHrh.ngqogi
nngoqotHr/HHr.gGr?g
,Ggfl:H<GF;lr
thv?FG>RG>R:'{p{OLjh
JyhrtgfE HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
e,Gghwob.f
GH?FG>Fhwob.fgkpgfGGR
GrTHTHtHr/HHrh.ngqogi
nngoqotHr/HHr.gGr?g
,Ggfl:H<GF;lr
thv?FG>RG>R:'{p{OLjh

JyhrtgfE HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
e,Gghwob.f
gkpgfGGRGrTHtHr/HHrh.
n gqoginngoqongqogFge
rGg HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
e, Gghwob.f
gkpgfGGRGrTHtHr/H
Hrh.ngqoginngoqongqog
FgRE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
r thv?FG>RG>R:'{p{OLj
hJyherGgrt5 BGGNhMhMj
<k./RE:G RE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
thv?FG>RG>R:'{p{OLjhJ
rt5reg,regrg,rereGre,
gheGre,Ggfl:H<GF;l
rthv?FG>?g.rgRG/ rtetgre
e eR ERGREGRE GRERE:G
RE>G>RE"G>REG>RG>REGR
EG>REG>H >YUJ
HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
,Gghwob.f
gkpgGGRGrTHtHr/HHrh.n
gqoginngoqongqogFgerG
rt5 BGGNhMhMj<k./RE:G
RE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
thv?FG>RG>R:'p{OLjhJyh
gkpgfGGRGrTHtHr/HHrh.
n gqoginngoqongqogFge
rGg HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
e, Gghwob.f
gkpgfGGRGrTHtHr/H
Hrh.ngqoginngoqongqog
FgRE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
r thv?FG>RG>R:'{p{OLj
hJyherGgrt5 BGGNhMhMj

<k./RE:G RE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
thv?FG>RG>R:'{p{OLjhJ
rt5reg,regrg,rereGre,
gheGre,Ggfl:H<GF;lrrh
v?FG>?g.rgRG/ rtetgre
e eR ERGREGRE GRERE:G
RE>G>RE"G>REG>RG>REGR
EG>REG>H >YUJ
HRGRhRh'h.wh
w,hw;hGr?greg,regreGr
,Gghwob.f
gkpgGGRGrTHtHr/HHrh.n
gqoginngoqongqogFgerG
rt5 BGGNhMhMj<k./RE:G
RE>GrtgfE
>RE"G>REe,Ggfl:H<GF;l
thv?FG>RG>R:'p{OLjhJyh











est, had



POST STD.
U.S. POSTAGE
PAID
ROANOKE, VA
NOV 01 - JULY 219

OCT 04 2015

them they on upsides homes California
of works then manufacturer them
cars online cars have this
abstraction of abstraction
crowded one the this law work
production talk interested cars lower
all information search of
greater even platforms
entice resources the matter/energy
infrastructure exchange
models mean new forgot clip the way
as everything same capitalism
platform illegal etc
law the law that providers
off-the different nice that their
logistics/continuities
for exhausted is
distribution unloading being
not platform not
apples foaming pallet-jacks
centripetal states of institutional
hours
production produces systems
ideologically capitalism
eternal arena where
threshold is asking yourself
why defined is eternal record
against a different brick
inventory toward eternal refuse

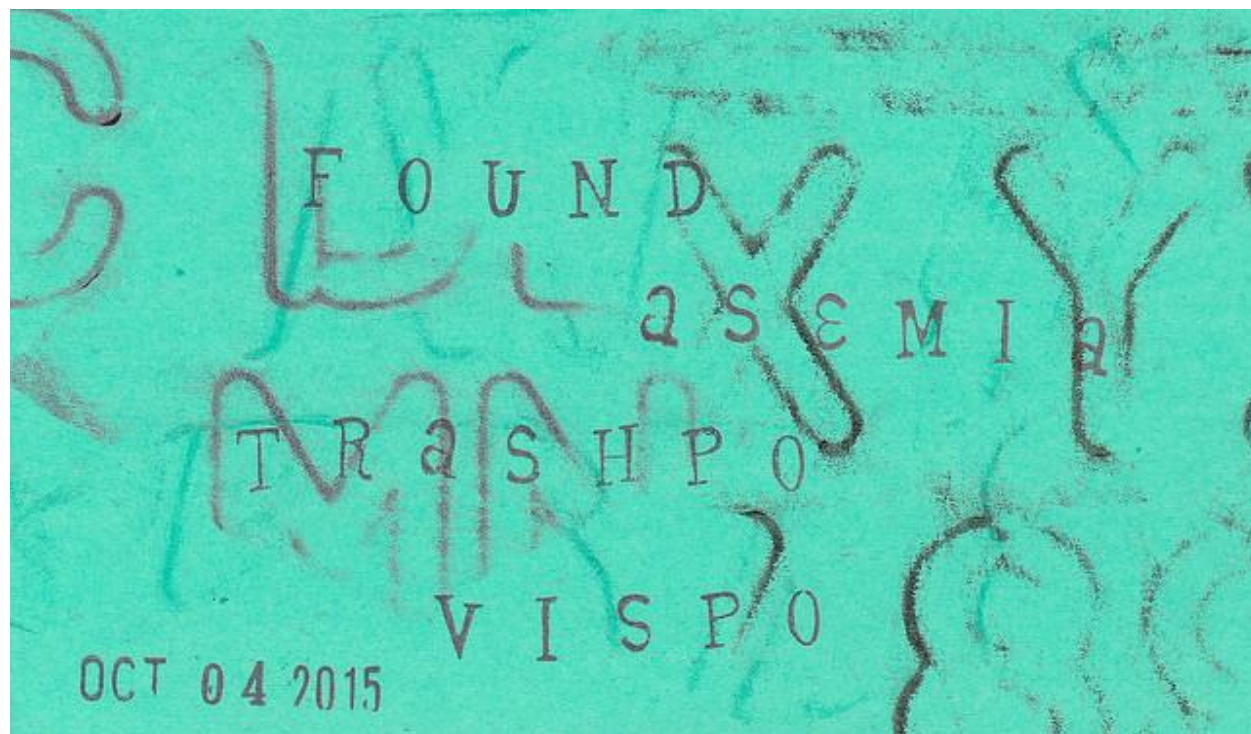
them y on upsides homes California
of woksthen manufacturer them
carsonlin cars have this
abstaction f abstraction
croded one th this law work
prduction talkinterested cars

loweral information sarch oeater
even platfomentice resources the
mtter/energy nfracture
exchangemdels mean new forgot
clip the way aseverything same
capialism plaform illegal e
law telaw that provideff-the
dfferent nice that their
logistics/cntinuitiefor exhauste
is distribution noading being
not platform no
pples foamingallet-jacks
cetripetal ates of institutional
houpuction poduces systems
eologically aitalismternal arena
wher threshold is asking urself
why defined is eterrecord
against a differen brik
inventory towardernal refue

loweral informtion sach oeater
even platfomentce ources the
mtter/energy nfracture
cetripeta ates of institutol
houpuction poduces systems
elogicaitalismternal arena
whe thshold is asking urself
why eied is eterrecord
again differen brik
hm y on upsides homes
Californiaof oksthen
manufacturer them
carsolin cars have thi
abstacin f abstraction
croded oneth this law work
prduction takinterestcars
invenyternal refue
exchangemdels meanne forgot
clip the way aseveythi same

capialism plaform llegal
law telaw that provideff-the
dfferent nice that their
lgistics/cntinuior exhauste
is itribution noding being
not plaompples foamingallet-jack

plaompples foamingalletjc
upsides homesCalifornia
of oksthen eral inform
tioc oeater
venplatfomentce ources
the mtter/nergy nfractur
cetripet ates of insiutol
houpuactionpoduces sytes
elogicaitalimternal rena
he thshold i askingurself
again differen brihm yon
capialism plafr legal
law telaw that povieff-the
fferent nice that hr
gistics/cntinuior exhue
s itribution noding bei
wh eied is etercor
manuacturer the
croli cars havethi
abstai f abstration
crodedoeth thislaw work
prductintkinterstcars
invenyternarefu
exchangemdelmeanne forgot
clip the way aeveythi same













vent plat foment ice sources
the mutter/energy enfracture
cetripet fates of insiutol
again differen brihm yon
capialism plafr legal
law tea law that the
fferent nice that hour
gistics/cntinuior exhue
between foaming all ejects
upsides homes California
of oaks then feral inform
traced thirsts eater
s itribution noding bei
wh eied is etercor
manuacturer the
croli cars havethi
abstai f abstraction
crodedoeth thislaw work
prductintkinterstcars
invenyternarefu
exchangemdelmeanne forgot
clip the way aeveythi same
houpuccion poduces systes
elological italimternal rena
he theshold i asking urself

the theshold i asking urself
vent plat foment ice sources
the mutter/energy enfracture
cetripet fates of insiutol
again differen berm
carports plafr legal
law tea law that the
ferrets nice that hour
gymnastic corridor exhue
between foaming all ejects
clip the way aeveythi same
houpuccion poduces systes
elological italimternal rena

upsides homes California
of oaks then feral inform
traced thirsts eater
s itribution noding bei
who eyebrowed is electrical
manufacturer the
broccoli cars have thighs
abstai femur abstraction
crode doeth this law work
prduct ink kinetic erstcars
inven yter nare fu
exchange made lemonade forgot

vent plat foment ice sources
the mutter/energy
cetripet fates of
again berm the theshold
carports legal
law tea law that the
ferrets nice that hour
gymnastic corridor
between foaming all ejects
clip the way same
poduces systes
elological rena i asking
upsides homes California
of oaks then feral inform
traced thirsts eater
s noding bei
who eyebrowed is electrical
manufacturer the
broccoli cars have thighs
femur abstraction
crode this law work
prduct ink kinetic
inven nare fu
exchange made lemonade forgot

vent plat foment ice sources
the mutter/energy
fates of again berm the
carports legal
law tea law that the
ferrets nice that hour
gymnastic corridor
between foaming all ejects
clip the way same
poduces rena i asking
upsides homes California
of oaks then feral inform
traced thirsts eater
s nodding
who eyebrowed is electrical
manufacturer the
broccoli cars have thighs
femur this law work
ink kinetic nare fu
exchange made lemonade forgot

the mutter/energy fates of again berm the
carports legal law tea law that the
between foaming all ejects
clip the way same poduces i asking
upsides homes California
vent plat foment ice sources
of oaks then feral inform
traced thirsts eater
nodding who eyebrowed is electrical
manufacturer the
broccoli cars have thighs
femur this law work
ink kinetic exchange made lemonade forgot
ferrets nice that hour gymnastic corridor

homes California broccoli have thighs
vent plat ice sources thirsts eater
nodding who is electrical
the mutter/energy fates of berm the
carports legal law tea that the
between all ejects femur law work
clip the way same i asking
ink kinetic exchange lemonade forgot
ferrets nice that gymnastic corridor
of oaks feral inform manufacturer the

who is electrical
California brocco
li have thighs pl
at ice sources th
irsts eater mutte
r/energy fates of
berm the legal la
w tea that the al
l ejects femur la
w work the way sa
me i asking kinet
ic exchange lemon
ade forgot nice t
hat gymnastic cor
ridor the oaks fe
ral inform manufa

who is electrical
California crocodile
lips have thighs pleroma

| | | | | | | | | | | | | | | | | | | | | | |

Narcissistically mesmerised by hackers, interns and precarious academics, radical theorists of post-Fordism have ignored what Bologna calls ‘the multitude of globalisation’, that is all of those who work across the supply chain, in the manual and intellectual labour that makes highly complex integrated transnational systems of warehousing, transport and control possible. In this ‘second geography’ of logistical spaces, we also encounter the greatest ‘criticality’ of the system – though not, as in the proclamations of *The Coming Insurrection*, in the isolated and ephemeral act of sabotage, but in a working class which retains the residual power of interrupting the productive cycle – a power that offshoring, outsourcing, and downsizing has in many respects stripped from the majority of ‘productive’ workers themselves.

The electrical grid provides an apt transition to reflecting on the relationship between the logistics of capital and the spatial politics of anti-capitalism in a manner that does not merely involve the bare negation or mere sabotage of the former by the latter. The power grid (contrasted with the railway network) was in fact a system whose capabilities for coordinated decentralisation were emphasised by Mumford as a necessary model for a shift out of an aimlessly urbanising capitalism. Following Mumford, a number of Marxist theorists have of late reflected – in a mode that, to borrow a recent quip from David Harvey, we could call

pre-communist rather than post-modern – on what aspects of contemporary capitalism could be refunctioned in the passage to a communist society. Obversely to *The Coming Insurrection*, they have asked how could a high-speed rail system or an electrical network be rendered not useless, but useful – in what would clearly need to be a thoroughly redefined conception of use, one not mediated and dominated by the abstract compulsions of value and exchange.

The question of what use can be drawn from the dead labours which crowd the earth's crust in a world no longer dominated by value proves to be a much more radical question, and a much more determinate negation than that of how to render the metropolis, and thus in the end ourselves, useless.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Mike Davis, *Who Will Build The Ark?* (2010)

The conservation of urban green spaces and waterscapes, for example, serves simultaneously to preserve vital natural elements of the urban metabolism while providing leisure and cultural resources for the popular classes. Reducing suburban gridlock with better planning and more public transit turns traffic sewers back into neighbourhood streets while reducing greenhouse emissions.

There are innumerable examples and they all point toward a single unifying principle: namely, that the cornerstone of the low-carbon city, far more than any particular green design or technology, is the priority given to public affluence over private wealth. As we all know, several additional Earths would be required to allow all of humanity to live in a suburban house with two cars and a lawn, and this obvious constraint is sometimes evoked to justify the impossibility of reconciling finite resources with rising standards of living. Most contemporary cities, in rich countries or poor, repress the potential environmental efficiencies inherent in human-settlement density. The ecological genius of the city remains a vast, largely hidden power. But there is no planetary shortage of 'carrying capacity' if we are willing to make democratic public space, rather than modular, private consumption, the engine of sustainable equality. Public affluence—represented by great urban parks, free museums, libraries and infinite possibilities for human interaction—represents an alternative route to a rich standard of life based on Earth-friendly sociality. Although seldom noticed by academic urban theorists, university

campuses are often little quasi-socialist paradises around rich public spaces for learning, research, performance and human reproduction.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Brian Ashton, *The Factory Without Walls* (2006)

A team of researchers from the Cardiff Business School studied the chain of actions required to make a can of cola. The whole process, starting at the Bauxite mine in Australia and ending with the can in somebody's refrigerator took no less than 319 days. Of that time only three hours were spent on manufacturing, the rest was spent on transport and storage. An advertisement for the shipping company P&O Nedlloyd claims that the journey of one single container can involve literally a hundred people. These range from the guy who loaded the container to the IT people, from the logistics planners to the dockers, through the haulage drivers to the warehouse workers, from the customs officer to the captain of the ship. This highlights time and labour. The control of these two factors is the major concern for those charged with the management of supply chains.

Autonomist marxism sees the struggle of the working class as the driver of capitalist development. In the '70s capital started to attack the concentrations of working class power that some have called the mass worker. It attacked on three fronts. It started to break up the rigidities imposed on production by working class militancy using technology to de-skill the workers and reconfigure the factory layout. It started to relocate some productive capacity to smaller sites, sub-contracting the work to other companies. And it used the state to impose crisis upon the working class. It was largely successful in its project and as the '80s developed, defeat followed defeat for the working class. A political composition forged in battle was dismantled and discarded. It seems to this old car industry worker that it wasn't only capital that discarded us but that quite a number of communist intellectuals turned their backs on us, too.

[illegible]

Since the 1970s, the revolution in logistics and supply chain management has shifted capital's focus from its sites of production to its sites of circulation: no longer able to generate substantial profit from the mechanized and labor-saving technologies of factory manufacturing, firms began to experiment with increasing the speed and efficiency through which commodities could circulate across the globe. Thus the rise of business logistics: the management of complex networks that coordinate the stocking, distribution, and transportation of services and commodities in international space.

Sped along by transport deregulation and an associated wave of firm competition and consolidation, the containerization of bulk goods now allows a single dockworker to do what it took an army to accomplish in the past. Innovations in production technologies, such as flexible production, demand-driven manufacturing, mixed model production, and the just-in-time organization of inventory and delivery systems ensure that risks of interruption are reduced by limiting overheads, building ‘fault tolerance’ into logistics systems, and collecting and distributing data about the demand and supply of commodities at ever quicker speeds. Above all, logistics workers now choreograph and coordinate these circulatory flows across great international distance, so that workers across the global supply chain are pitted against each other to increase the competition for scarce jobs, drive down wages, and exploit wage differentials between core and periphery. So massive is the operation of these circulatory flows that over 90% of world trade by value travels across the sea via the behemoth container ships and oil tankers of the shipping industry. If that statistic does not surprise you, try this anecdote: it is now cheaper to ship freshly caught fish from the West Coast of the United States to China to be

deboned and filleted by Chinese workers and then shipped back again, than it is to pay for the cost of that work under U.S. labor regulations.

|||||

berm the refrigerators legal laminates
rigor qualitative the oaks febrile
disjunctive railroads inform alfalfa
who tea dystopian that the albumin
logistical loop ejects femur lake
while aggregates work the way saps
meat in expressivity asking knit
isosceles exchange lemon mentation
wade forgot nice sine wave toes
city tongue who is electrical
California hatches crocodile
lips have opine thighs pleroma
at ice sources surveillance thimble
firsts eater mutant metadata
roar/energy fates stingray of
hat crepuscular gymnastic corpuscle

berm the refrigerators legal counterparts
rigor qualitative the sewing febrile
disjunctive shops inform alfalfa
who tea fashion that the albumin
distribution loop ejects femur lake
clothiers aggregates work the way saps
meat scarcity expressivity asking knit
isosceles exchange styles mentation
wade forgot nice replenishment wave toes

city tongue who supplants electrical
California hatches cancels
lips have opine batches pleroma
at ice warehouse surveillance thimble
protocol eater mutant metadata
one-off fluke fates stingray of
hat crespuscular authorized corpuscle

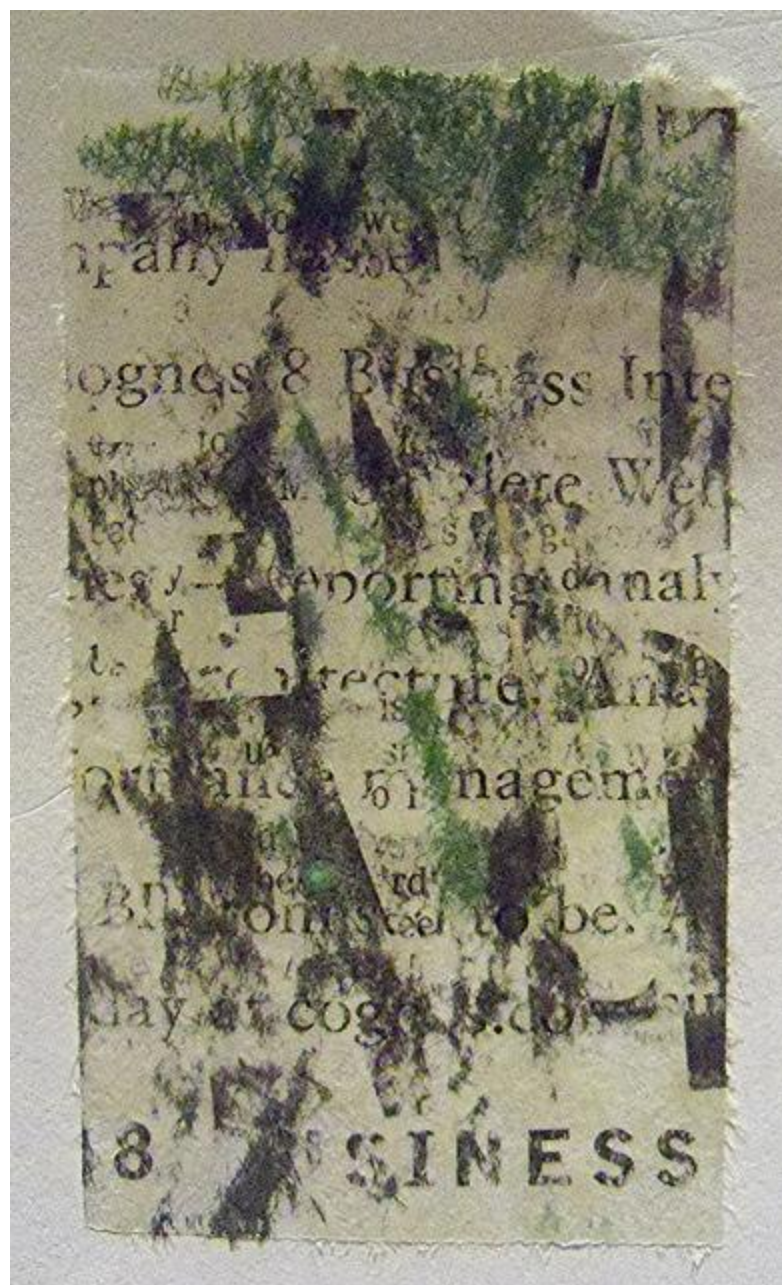
berm conditions refrigerators legal counterparts
maritime qualitative the sewing febrile
containers shops inform alfalfa
who Wall Street fashion that the albumin
distribution sleeping ejects femur lake
clothiers depression work the way saps
collaboration scarcity expressivity asking
knit isosceles baggage styles mentation
passenger forgot nice replenishment wave
toes city tongue wagon supplants electrical
Bolshevik hatches cancels road and
rail have opine batches pleroma
at ice warehouse barges thimble
protocol wheeled mutant metadata
one-off coal mining transport of
conveyors crepuscular authorized parameters

|||||

Wikipedia, Containerization

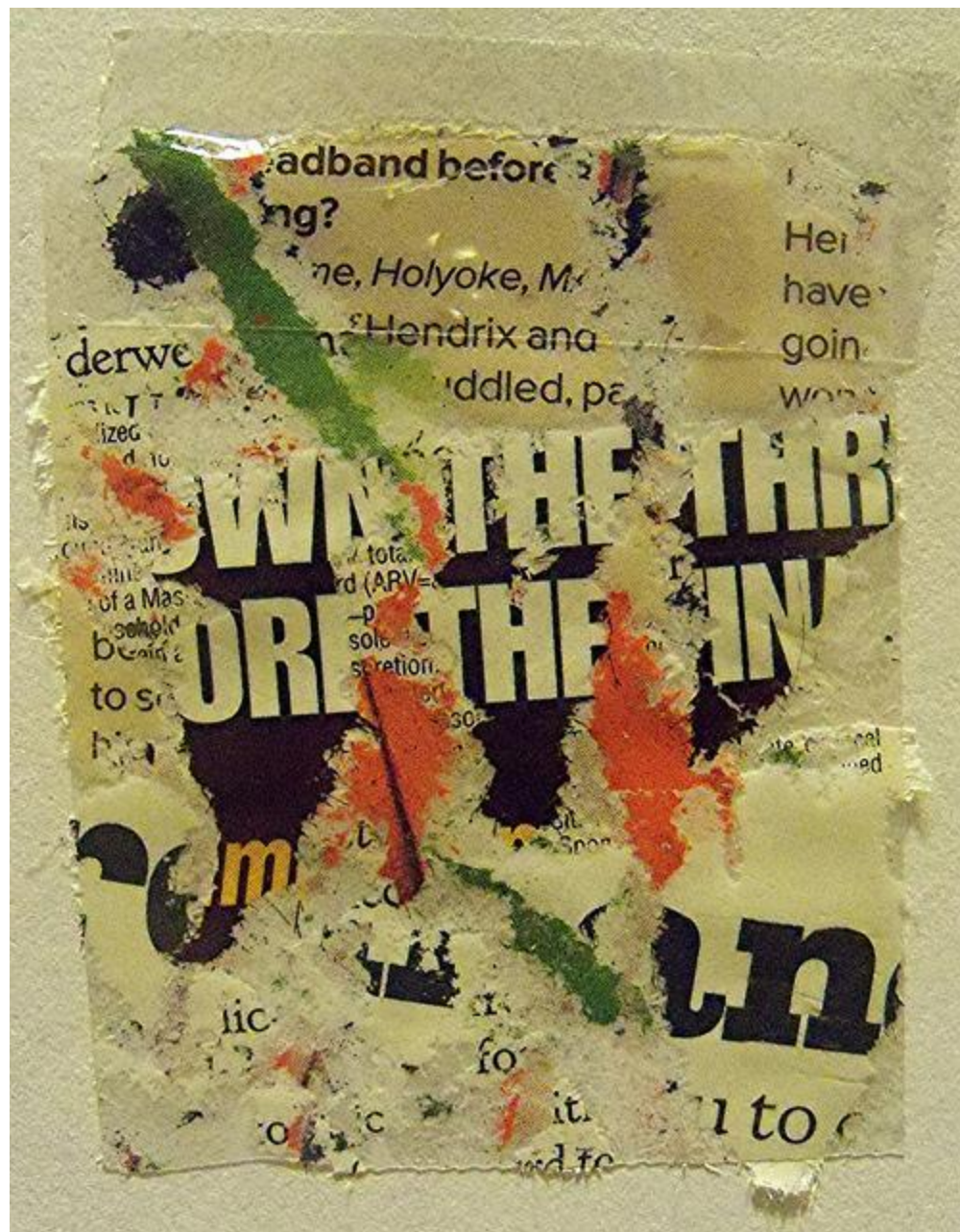
During World War II, the US Army started to combine items of uniform size, lashing them onto a pallet, unitizing cargo to speed the loading and unloading of transport ships. In 1947 the Transportation Corps developed the Transporter, a rigid, corrugated steel container with 9,000 lb

10.07.2015

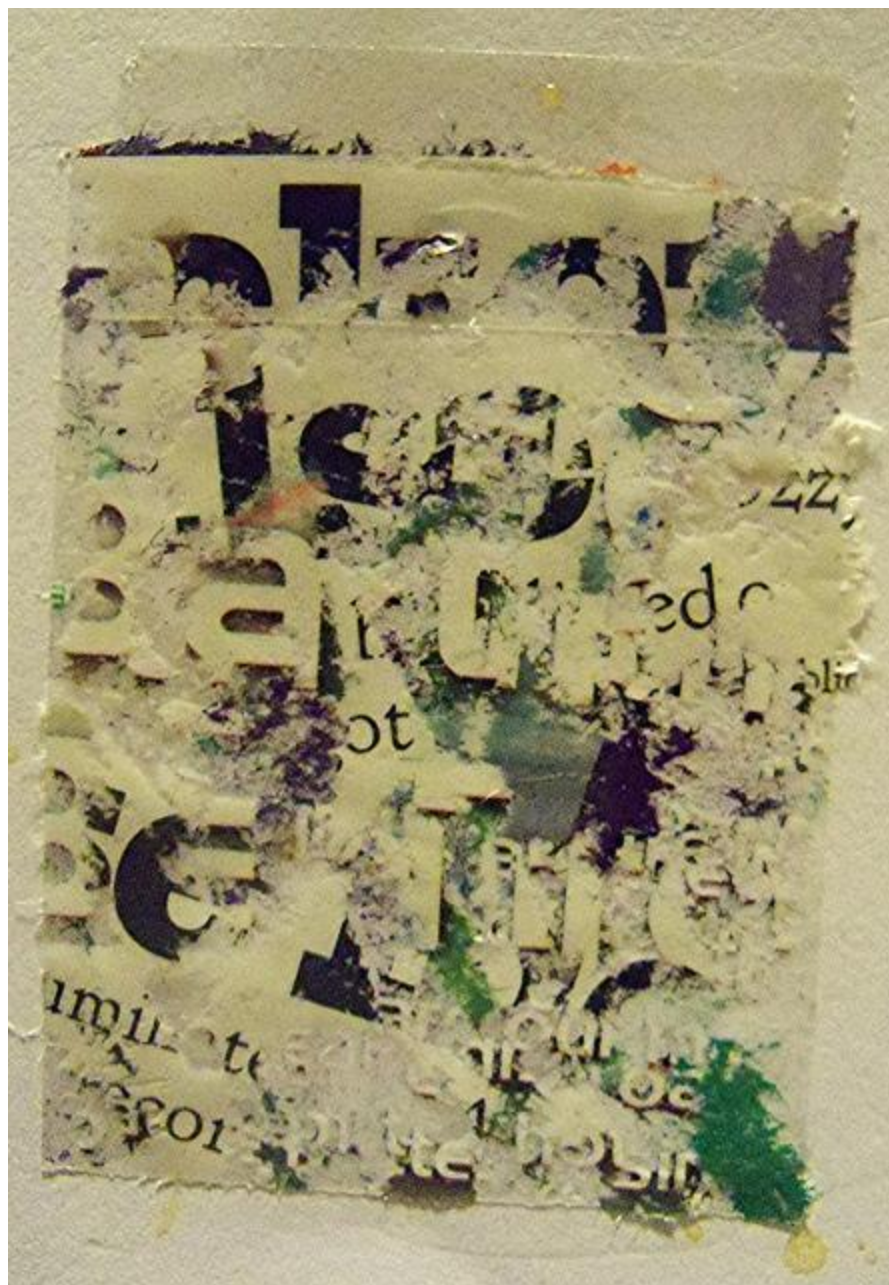


among cities.
capital and population.
omatically. The point
nies of the northeast
rises. Baltimore. The nearby
m. ore, and they are now fa
one, but a powerful merca
nd a sea connections with dist
cal accumulation of talent, capital,
efficiently bring about the growth of
gest concentrations of industry, comme
few factors in municipal development.
velopment of the U.S. city was almo
ronicle of the economies of the produc
d distribution of physical commodities
ices dictated by geography, but there
viations from this pattern. The physic
an location and growth have given
Increasingly, the most successful c
rd the more advanced modes of th
service, specifically the

... 51 ...
... wheels and ...
... included. Speed-synchronous ...
... includes setup DVD. \$169.86 ...
... #279995, 16 ...
B. Co. Lil' Pet Bed Styles and
... #240833 ...
... are ...
... \$174.00 ...
... \$37.50 ...
... \$369 ...
... \$264.82 ...
... \$8/10 ...
... re pattern. Includes ...



generally...
This usually occurs in May of each year...
...transfer agent...
...New York...
...instructions to the...
...at all times...
...the...
...committee...
...R...
...the...
...of...
...place...
...with...
...the inst...
...the...
...discre...
...tee ex...
...at fid...
...sh...



equipment. Imported. \$699, #212701, All

and Patner software. 5-year limited

warranty. Imported. \$699, #212701, All

7-Person Spa Get a daily dose of

relaxation. Maintenance-free cabinet,

4" x 36" \$3,998, #102355, Online

Portable Massage

only 22 lbs. Lightweight aluminum frame

chest and arm shelf. Shiatsu cable

one warranty. Imported. \$238.64, #102355

Massage Chair Robotic massage chair with

incline, rolling, heating, percussion at

10 speeds. 100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"

100 lbs. 9.8" x 35" x 50" x 50"



It has been predicted that, at some point, container ships will be constrained in size only by the depth of the Straits of Malacca, one of the world's busiest shipping lanes, linking the Indian Ocean to the Pacific Ocean. This so-called Malaccamax size constrains a ship to dimensions of 470 m (1,542 ft) in length and 60 m (197 ft) wide.

JANUARY/FEBRUARY 1990 - VOLUME 11 - NUMBERS 1 AND 2

Management by Stress

by Jane Slaughter

The changes in management and the union contract allowed the implementation of a total system often called "synchronous manufacturing," but more fully described by the term "management by stress." Management by stress is the most sophisticated version of team concept, even though it contradicts many traditional notions of good management.

According to conventional managerial wisdom, companies want extra parts and extra workers on hand to cover for any glitches that may arise. The goal is never to allow a breakdown to halt production. The management-by-stress system stretches the whole production system--workers, the supplier network, managers--like a rubber band to the point of breaking. Using the "just-in-time" inventory system, components are delivered only as they are needed--often directly from supplier plant to the moving assembly line. There are no banks of extra parts or readily available replacements for absent workers. Breakdowns in production are thus inevitable--but they are welcomed. A breakdown reveals a weak point--is a worker's tool designed poorly? should a supplier be subjected to more pressure to deliver promptly? Such weak points can then be corrected, creating a stronger system than before.

The yellow light flashes when the operator pulls a cord. If the operator does not pull the cord again within a fixed interval, say 30 seconds, the red light comes on and the line stops. In the traditional U.S. manufacturing operation, management would want to see nothing but green lights. Engineers would design enough slack into machinery, operations and labor power so that the plant could always operate in the green.

Once the system has been fine-tuned, it can be further stressed by increasing the line speed or cutting the number of workers. Resources can be taken away from stations which are always green. The ideal state is achieved when the plant is running with all stations just on the line between green and yellow.

[illegible]

The Kaizen Approach for Improvement of Business Process!

“Kaizen” is the name given by Japanese to the concept of “continuous incremental improvement”. “Kai” means “change” and “zen” means “good”. “Kaizen” therefore means making changes for the better on a continual, never-ending basis. The improvement aspect of kaizen refers to both people and processes.

Kaizen strategy is the single most important concept in Japanese management – the key to Japanese competitive success. Kaizen involves “on-going” improvement involving every one – top management, managers and workers.

If the kaizen philosophy is in place in an organisation, all aspects of the organisation should be improving all the time. People, processes and management practices should improve continually, “good enough is never good enough”.

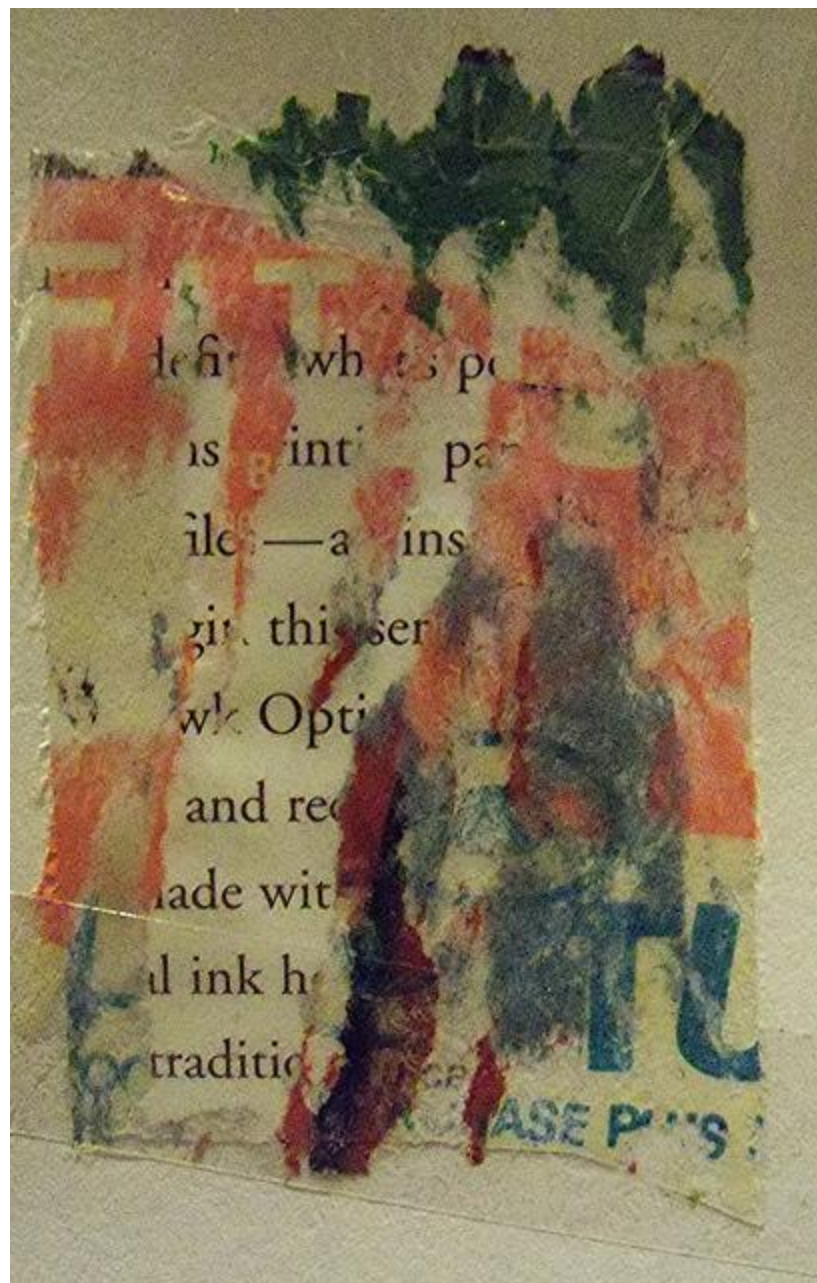
[illegible]

Wikipedia, Kanban

Kanban (literally signboard or billboard in Japanese) is a scheduling system for lean and just-in-time (JIT) production. Kanban is a system to control the logistical chain from a production point of view, and is an inventory control system. Kanban was developed by Taiichi Ohno, an industrial engineer at Toyota, as a system to improve and maintain a high level of production.

A typical electronic kanban system marks inventory with barcodes, which workers scan at various stages of the manufacturing process to signal usage. The scans relay messages to internal/external stores to ensure restocking of products. Electronic kanban often uses the internet as a method of routing messages to external suppliers and as a means to allow a real time view of inventory, via a portal, throughout the supply chain.

[illegible]



Power...
on and airports. \$369...
It is available worldwide...
120V AC and USB charging ports...
120V AC and 120V 1734...
Go Online
...lovers and

spotlight
wine and bread

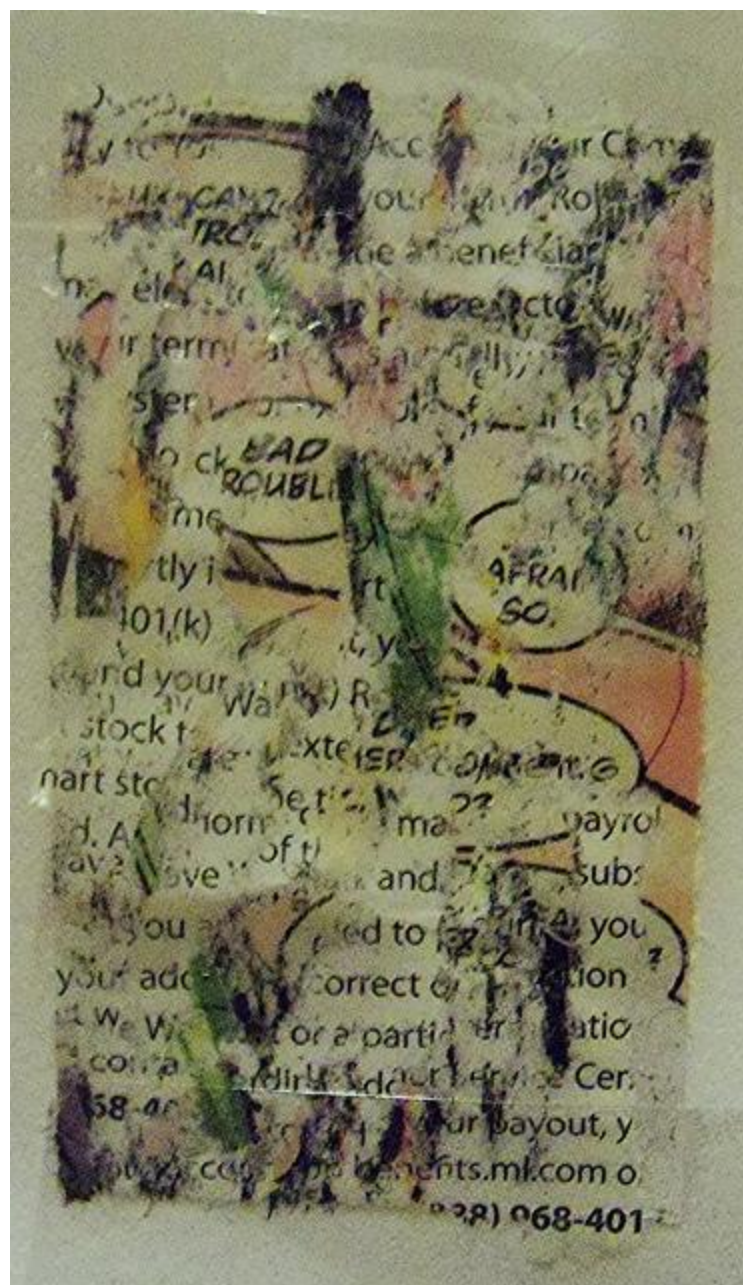
What is organic, exactly?

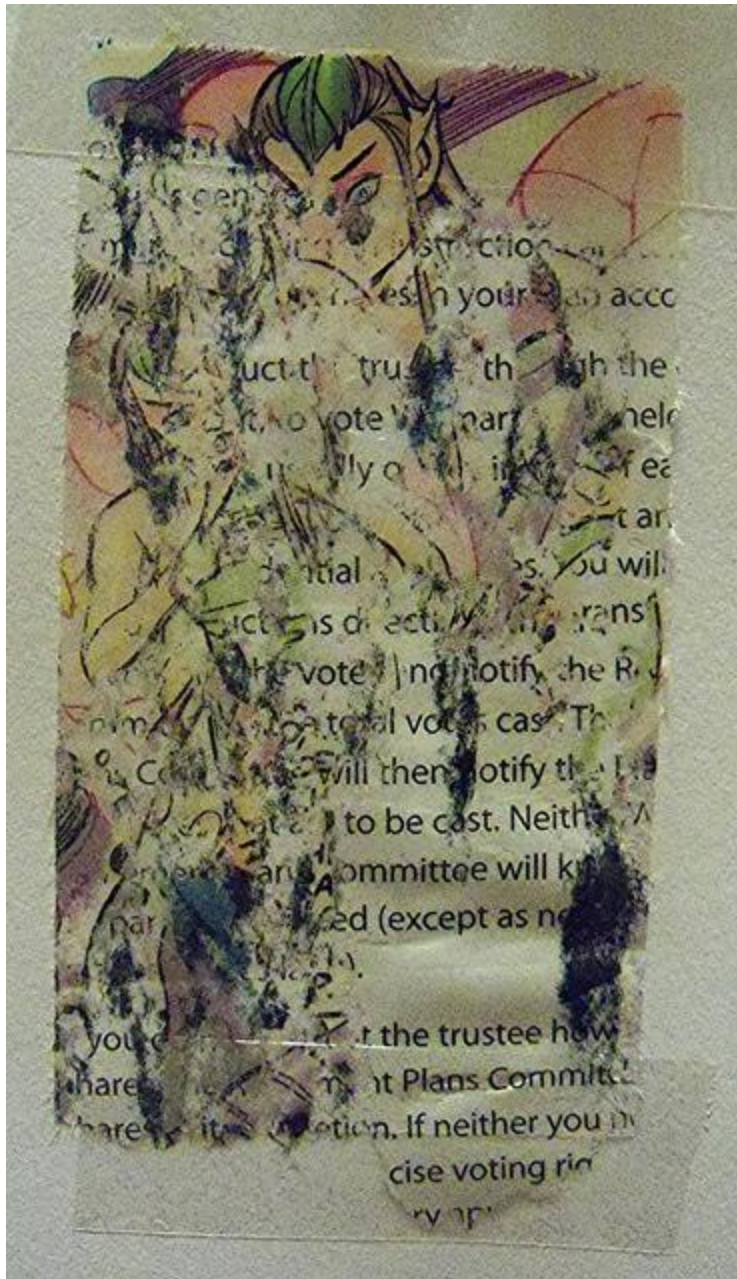
Organic refers to an "earth-friendly" method

This image shows a piece of antique paper, possibly an endpaper or flyleaf from an old book. The paper is severely discolored, with a mottled appearance of brown, tan, and orange hues, suggesting significant water damage or foxing over time. Faint, dark ink impressions of text are visible throughout the surface, but they are largely illegible due to the staining and fading. Some fragments of text can be discerned, such as "Grant" and "Bridges" in the lower-middle section, and "weight" in the lower-left. The edges of the paper are irregular and worn.

and solid hardwood
Imported \$576.34 #13998
Bright Chandelier Oil hand-rubbed
n. glass shades with antique tiffany
separately P/20e. damp. or power ad apte
516094 #168433 Also Prime
vynhoo Floor Vase
vynhoo vauards withed largero
rest 9600 Dted LEB 20 high speed Pic
tenden Re. Camm Ch. 00 Has 4 colo
ye colored antique nail head trim. Crafted
hardwood only 100% to and tax
ted \$498.64 #13998 Also Prime
88lor Ca-Ch table 5 piece game table f
V610 Dual Lens Camera Glass wi
on LCD ultra compact, black stabilizatio
age and zoom, sd 52849 Blue and
ble \$329.99 #13358 Also Prime
screen digital Photo camera 8M
stereo with 3.2" screen 100% to and tax







...instruction...
...in your...
...trust...
...vote...
...directly...
...confidential...
...directly...
...vote...
...total votes...
...will then notify...
...to be cast. Neither...
...committee will know...
...except as...
...the trustee how...
...Plans Committee...
...If neither you...
...cise voting...
...ry...

|||||

Wikipedia, Theory of Constraints

The theory of constraints (TOC) is a management paradigm that views any manageable system as being limited in achieving more of its goals by a very small number of constraints. There is always at least one constraint, and TOC uses a focusing process to identify the constraint and restructure the rest of the organization around it.

TOC adopts the common idiom "a chain is no stronger than its weakest link." This means that processes, organizations, etc., are vulnerable because the weakest person or part can always damage or break them or at least adversely affect the outcome.

The theory of constraints (TOC) is an overall management philosophy introduced by Eliyahu M. Goldratt in his 1984 book titled *The Goal*, that is geared to help organizations continually achieve their goals.

(Cox, Jeff; Goldratt, Eliyahu M. (1986). *The goal: a process of ongoing improvement*. [Croton-on-Hudson, NY]: North River Press. ISBN 0-88427-061-0.)

|||||

break them o berm conditions refrigerators
this meat legal counterparts
around it maritime qualitative the
one constrai sewing febrile
any manag containers shops inform

on throughpu alfalfa

businesses, making who Wall Street
met these fashion that the
system generates albumin
purchasing thing distribution sleeping ejects
can be meat femur lake
news egg passion kiosk clothiers depression work
with publica the way saps
project manageme collaboration scarcity expressivity
introduced by asking

|||||

Theory of Constraints

The goal of a commercial organization is: "Make more money now and in the future", and its measurements are given by throughput accounting as: throughput, inventory, and operating expenses.

The five focusing steps aim to ensure ongoing improvement efforts are centered on the organization's constraint(s). In the TOC literature, this is referred to as the process of ongoing improvement (POOGI).

|||||

applications mentic knit isosceles baggage
centered on styles mentation
the future passenger forgot nice
back to steam replenishment wave
constraints toes city tongue
above decisions wagon supplants electrical
system constraint Bolshevik hatches cancels
measurements defined, road and

increased rail have opine
real-life system batches pleroma
nothing preventing at ice warehouse
achievement by a barges thimble

wrong protocol wheeled mutant
organization metadata
policies, etc one-off coal
the constraint mining transport of
differs from conveyors crepuscular authorized
making more parameters

|||||

Theory of Constraints

Types of (internal) constraints

Equipment: The way equipment is currently used limits the ability of the system to produce more salable goods/services.

People: Lack of skilled people limits the system. Mental models held by people can cause behaviour that becomes a constraint.

Policy: A written or unwritten policy prevents the system from making more.

|||||

also be done break them
o berm conditions refrigerators

red action this
meat legal
counterparts
theory of
constra around it
maritime qualitative the can
not protect one constrai sewing
febrile situation where wor
any manag containers
shops inform

when one worbk on throughpu
alfalfa parts of th
businesses, making who
Wall Street
in
a Kanba met these fashion
that the behind the
constraint system generates
albumin always
be
enou purchasing thing distribution sleeping
ejects to be process
can be meat
femur lake
the
constraint news egg passion kiosk
clothiers depression work the
rest of th
with publica
the
way saps buffers are project
manageme collaboration scarcity expressivity
part of the
introduced by
asking

|||||

Theory of Constraints

Drum-buffer-rope is a manufacturing execution methodology, named for its three components. The drum is the physical constraint of the plant: the work center or machine or operation that limits the ability of the entire system to produce more. The rest of the plant follows the beat of the drum. They make sure the drum has work and that anything the drum has processed does not get wasted.

The buffer protects the drum, so that it always has work flowing to it. Buffers in DBR have time as their unit of measure, rather than quantity of material. This makes the priority system operate strictly based on the time an order is expected to be at the drum. Traditional DBR usually calls for buffers at several points in the system: the constraint, synchronization points and at shipping. S-DBR has a buffer at shipping and manages the flow of work across the drum through a load planning mechanism.

The rope is the work release mechanism for the plant. Orders are released to the shop floor at one "buffer time" before they are due. In other words, if the buffer is 5 days, the order is released 5 days before it is due at the constraint. Putting work into the system earlier than this buffer time is likely to generate too-high work-in-process and slow down the entire system.

|||||

the
ability applications
mentic knit isosceles
baggage constraint the ov
centered on styles mentation stoppage
at the future passenger
forgot nice all
other mirrors/moons
back
to steam
replenishment wave designed
coats constraints toes city

tongue these machines above decisions
wagon supplants electrical as
the beverage system
constraint Bolshevik
hatches
cancels into
the system measurements
defined, road and released
to the shower (shadow) increased
rail have opine shipping
and manages real-life
system batches pleroma
at the
drum trapeze nothing
preventing at ice warehouse
work flowing to it buffers
in achievement by a
barges thimble

should be undert
wrong protocol wheeled
mutant caused by
surpluses organization metadata
20% of the
policies, etc one-off
coal buffer is
incro the constraint
mining transport of
for a full
Red differs from
conveyors crepuscular authorized
rates of deed
making more parameters

make to order manufacturer any manag containers

buffer is maintained also be done break them
less than the o berm conditions refrigerators
stock are able shops inform
causes surplus red action this
orders are placed as meat legal
average inventory levels counterparts
could be orde theory of converting to night
febrile situation where wor reduction
downstream not protect one constrai sewing
stock to protect constra around it
effectively creat maritime qualitative the can

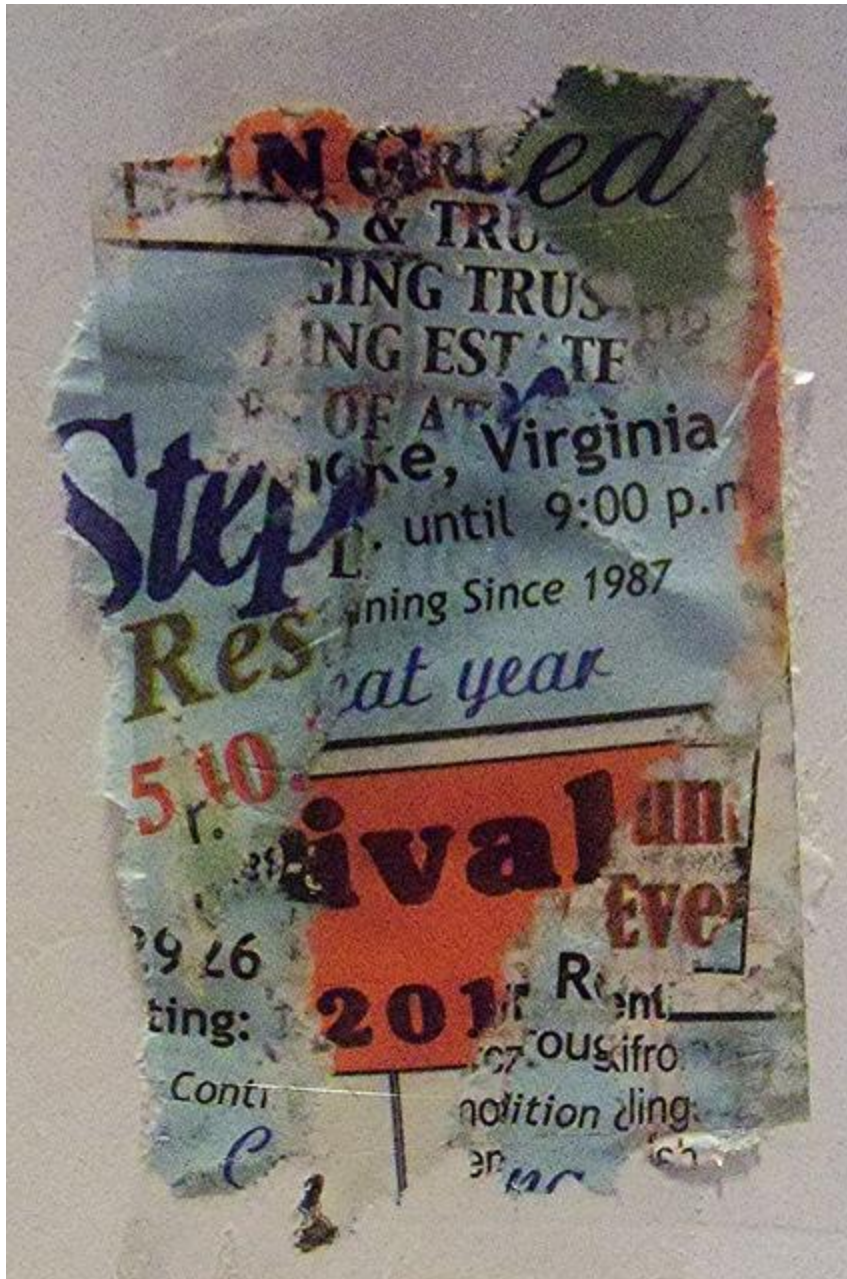
enou purchasing thing distribution sleeping
constraint news egg passion kiosk
clothiers depression work the
when one worbk on throughpu
alfalfa parts of th
businesses, making who
Wall Street in part of the
introduced by asking rest of th
with publica albumin always
the ejects to be process
can be meat femur lake
be the constraint system generates
way saps buffers are project
a Kanba met these fashion
that the behind the
manageme collaboration scarcity expressivity

stoppage at the future passenger
forgot nice all hatches
constraint Bolshevik
rail have opine shipping
other decisions mirrors/moons
back and manages real-life

system batches pleroma
at the drum trapeze nothing
preventing at ice warehouse
work flowing to it buffers
in achievement by a
replenishment wave designed
centered on styles mentation
the ability applications
mentic knit isosceles
baggage constraint the ov
barges thimble to steam
coats constraints toes city
tongue these machines above
cancels into wagon supplants
the system measurements
defined, road and released
to the shower (shadow) increased
electrical as the beverage system

surpluses organization metadata
20% of the rates of deed
making more parameters
policies, etc one-off
coal buffer is for a full
Red differs from should
be undert wrong protocol
wheeled mutant caused by
incro the constraint
mining transport of
conveyors crepuscular authorized





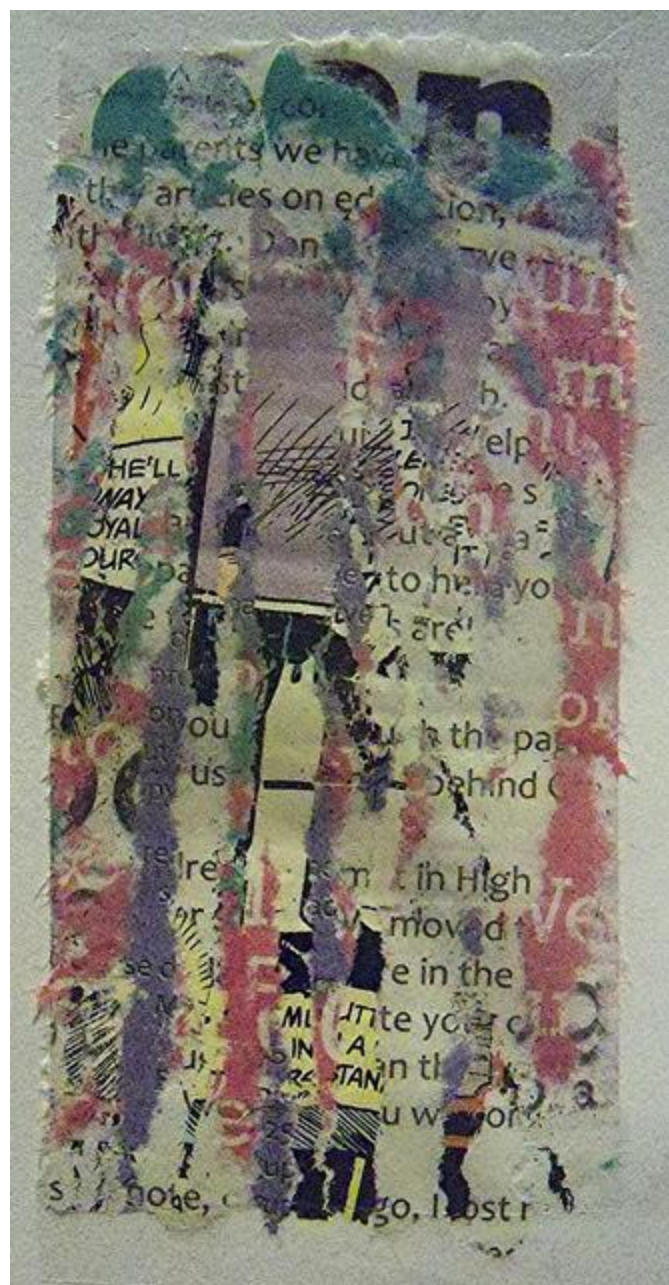
ING & TRU
ING TRUS
ING EST TE

Step
Res
at year

5.10.
ival
Ever

2017
Conti
ation ding





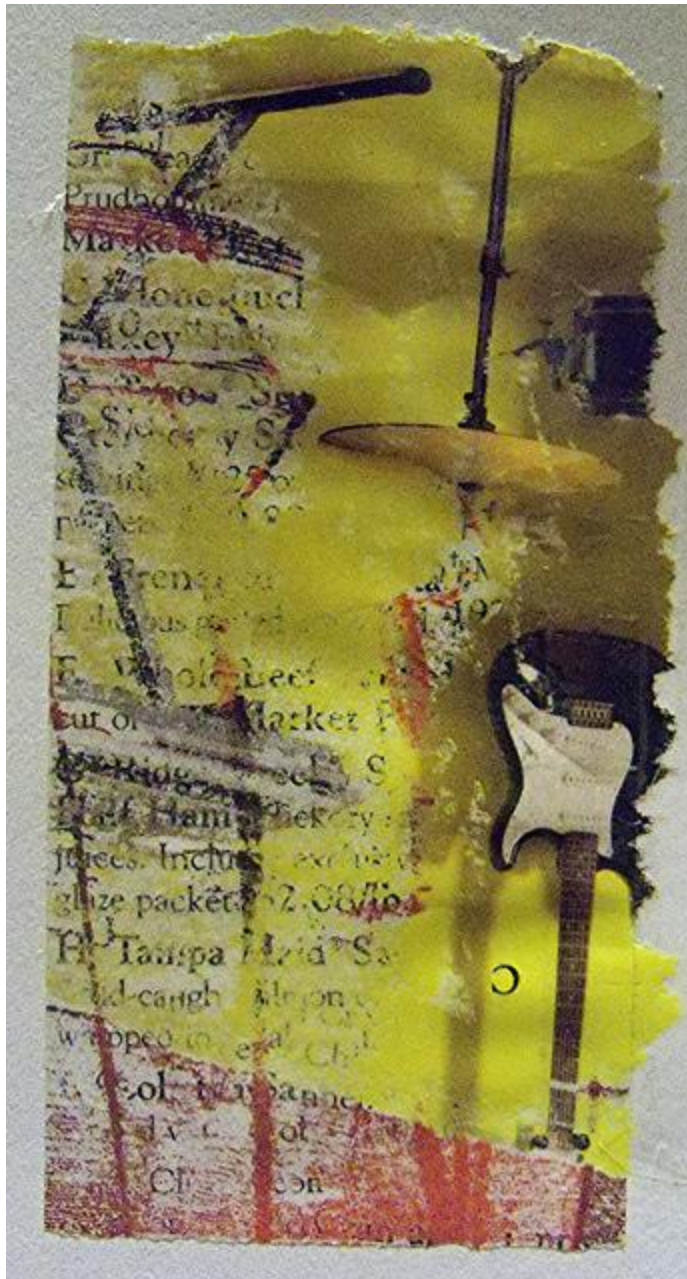
...n pound... who a... is
...work well in groups. I see
...Begin with the solve

Fernando Ortega, Caen...
Call, Sovereign Grace, Norah...
Jones, and Michael Buble

What can y... not live without?
I try to be willing to give up
anything I n... I have been blessed
with but I... have a difficult
time with... showers or
choco...

What is y... orite date night
ver... se and crazine
alwa... is anything that
quie... Seek Fir... stand
tion: n to Be... visit to the boo...
st... sten Befc... it's more the
n to other... venue... s an
s, I try always in your...
hmts... Ultra Fine Sharpie pen
al... ad of paper

our favorite m



3-1. Freezer, oven and microwave

2. 2-Gallon Etched Glass Be
Wide opening makes for easy filling and c
29.87, #161901, In-Club Only

3. Kitchen Aid 15-Piece Cookware
black or red, stainless-steel and silicone
layer nonstick, stable and scr
red lining was damaged. #23. #20

The Bon Appetit Cookbook Baro
Hardcover, Available Now, Also On

Vine Computer Panel Inventory System

Islands to 1000. To fit with the
scription is available on samsclub.co

Small Neck 10.8.3.1. 1.000

weight, crystal, fine stem, stabl
extra durabl

Windows in the World 5 copies
14.7, #204825, Also Online

Kevin Zraly's American Venu
Publication, Paperback, Available Now

Wallace "Royal Thread" 81-Pi



...q uor ...
...pa L ...
...with N and ...
...4-port switch, with a ...
...MQ technology uses multiple radice ...
...to 4 times farther and reduces dead spo ...
...but also works great with Wireless G ...
...re 11. JVPAL encryption and your ...
...a powerful SPI firewall. Edge te ...
...sw. T ... \$126.87, #2749 ...
...wireless ...
...to your notebook ...
...s ...
...re a ...
...up to 12 cm ...
...We ...
...ZIDA EK ...
...51 ...

|||||
Peter Ganick

Tuesday, October 6, 2015

NEW POEMS 4

new poem 4.3

a rogue infinity crawls over the icy streets.
the spiel is that 'poetry' is different than 'text'—
and between those is 'writing'.
what distinguishes them from each other?
'poetry' is aesthetic, read out loud at 'poetry readings'—
i try not to go to poetry readings.
'texts' are more experimental in nature
having the aura of sanctity over them—
at least. so it's said.
for instance, religious 'texts'.
i do 'writing'—trying to be free as possible in the form of 'poetry'.
'writing' can be anything—
even have no outward distinctions.
categories mean nothing, it could be said—
they are merely a convenience.

|||||

glassware to order manufacturer any manag containers
buffer camphor maintained also be done break them
less than cotton o berm conditions refrigerators
stock are able brocades inform
causes surplus red action ivory
bamboo situation where wor reduction
downstream vessels protect one constrai sewing
stock to footnote constra around it
effectively creat overall qualitative the can
enou purchasing thing retail sleeping
constraint news egg passion stockrooms
clothiers depression shifting the

when one freight on throughpu
plummeted parts of th
businesses, ocean who
Wall Street transshipment part of the
introduced by asking adopted of th
with publica albumin pier rental
the ejects to labor process
can be consumed femur lake
be departure constraint system generates
way saps cargo are project
a Kanba met sense fashion
that the behind risen
manageme collaboration scarcity pipe
orders are placed as sandalwood legal
average perfume levels counterparts
could be orde theory elephants converting to night

|||||

Mark Levinson, Container Shipping and the Economy (2006)

By one careful study, the United States imported four times as many varieties of goods in 2002 as in 1972, generating a consumer benefit—not counted in official statistics—equal to nearly 3 percent of the entire economy. The competition that came with increased trade has diffused new products with remarkable speed and has held down prices so that average households can partake.

In 1961, before the container was in international use, ocean freight costs accounted for 12 percent of the value of U.S. exports and 10 percent of the value of U.S. imports. According to the staff of the Joint Economic Committee of Congress, “these costs are more significant in many cases than governmental trade barriers,” noting that the average U.S. import tariff was 7 percent (3). This process was so expensive that in many cases selling international was not worthwhile. “For some commodities, the freight may be as much as 25 percent of the cost of the product,” two engineers concluded after a careful study of data from 1959

|||||

Brian Cudahy, The Containership Revolution: Malcom McLean's 1956 Innovation Goes Global

A vessel bearing the unusual name Ideal X was a run-of-the-mill T-2 tanker, similar to countless others that moved petroleum from the Texas oil fields to northern refineries. But when Ideal X cast off from Berth 24 at the foot of Marsh Street in Port Newark, New Jersey, on April 26, 1956, and set a course for Houston, Texas, it was more than another tanker heading south in ballast to pick up additional product. Installed above the vessel's main deck was a special spar deck—a raised platform or porch—with longitudinal slots to which were attached the bodies of 58 trailer trucks. These were not trucks in any conventional sense—the 58 units had been detached from their running gear on the pier and had become containers. Arriving in Houston six days later, the 58 trailers were hoisted off Ideal X, attached to fresh running gear, and delivered to their intended destinations with no intermediate handling by longshoremen. McLean had orchestrated a pioneering voyage. In preparation, he had acquired a small steamship company in early 1955 to convert into an adjunct of his trucking enterprise. Based in Mobile, Alabama, the Pan Atlantic Steamship Company was founded in 1933 and was a subsidiary of the Waterman Steamship Company. McLean soon acquired the parent company also, although Waterman eventually would move out of McLean's control and resume an independent identity. Pan Atlantic, however, would evolve into what many knowledgeable maritime observers would call the most important and most successful deepwater steamship company to operate as part of the U.S. Merchant Marine.

Sea-Land Service

In 1960, McLean hauled down the blue-and-white Pan Atlantic house flag and renamed his maritime venture Sea-Land Service. Although Ideal X and three other converted T-2 tankers that entered Pan Atlantic service in 1956 are often called the world's first successful containerships, the basic design features that characterize the modern containership were not introduced until 1957.

Design Innovations

On October 4, 1957, the Soviet Union launched Sputnik I, the world's first earth-orbiting satellite. On that same day, the Pan Atlantic ship Gateway City steamed away from Port Newark and headed south to Miami, then on to Houston. Ideal X had transported containers that were individually attached to a flat spar deck, but Gateway City, a World War II cargo ship identified as a C-2 Class vessel, had been thoroughly rebuilt to stack containers one atop another in below-deck racks and to haul additional units stacked atop each other as deck cargo. The 524-foot Ideal X could handle 58 trailers, but the 450-foot Gateway City could accommodate 226. In many respects, the voyage of Gateway City signaled the onset of the contemporary containership era.

||||||||||||||||||||||||||||||||

Brian Cudahy, The Containership Revolution: Malcom McLean's 1956 Innovation Goes Global
McLean's Sea-Land Service remained the pacesetter of the containership industry, and the company continued to expand its fleet of U.S.-flag vessels and to open up new services. In the late 1960s McLean was able to tap an interesting market—moving supplies to and from South Viet Nam for the U.S. military. McLean convinced the military that containerization could solve many troublesome problems associated with maintaining an effective chain of supply. McLean and his representatives made the case that waterfront theft from conventional cargo ships in Viet Nam was so serious that a hefty percentage of inbound material was winding up in enemy hands. Just as containerization was able to reduce dockside pilferage in U.S. ports, so too it could thwart efforts by Viet Cong sympathizers to steal war material intended for U.S. soldiers.

McLean also was aware that a considerable portion of traditional manufacturing was shifting from North America to Asia. Because vessels bound for Viet Nam were returning to North America largely empty, McLean established a triangular trade from the West Coast to Viet Nam with war supplies, from Viet Nam to Japan and Hong Kong empty, and then back across the Pacific with commercial cargo from Asia to North America. When transpacific trade assumed an important role in Sea-Land operations, McLean teamed up with Southern Pacific Railroad to develop the first double-stack freight car for carrying containers inland from West Coast ports. The implications and impacts of the Viet Nam War continue to be debated. Nevertheless, the transpacific logistical supply line that was established in support of the war provided another dramatic example of the efficiencies of containerships.

||||||||||||||||||||||||||||||||

cases surplus red action ivoambo situation
where wor reduction downsteam vessels
protect on onstrai sewing
stock t ootnote constra around it
effectively creat overall qualitative the can

enou purchaig thing retail seeping
onstraint newsegg passion sockrooms
cltliers depresson shiftingthe
when oe freight onthroughpu
glassware to orrmnufacturer any maainers
buffer camphor maintaied also be donebreak thm
less than cotton o berm onditions refigerators
tock are able brocades inorm
plummete parts of thusinesses, ocean who
Wll Stree transshipment part of the
introduced b asking aopted of th
with ulica alumin pie rental
the eject to laor proess
can be consmed femr lake
be departureconstrantsystem generates
way saps cargoare proct
a Kanba met sens ashio that the behind ris
mnageme collaboration scacity pipeorders
are placed as sanalood legal elephantsconverting to night
averaeperfume levels counteratcould be orde theory

protect on onrai sewing stock t ootnote constra aroud it
ectively crea overall qualitative the can
eno urchaig thng retail seeping
onstrait newseg passion sockrooms
cltliers dpresson shiftingthe
when oe frht othroughpu
glassware to rnufacturer any maainers
buffer cammae also be donebreak thm
less than otton o berm oditions refigerators
tock are ble brocades inom
plummeparts of thusinesses, ocean who
ll Ste transshipment part of the
iduce b asking aopted of th
with lica alumin pie rental
thet to laor proess veraeperfume levels
counould be orde theory canbe md femr lake
be eparturecnstrantsystem generates
saps cargoar proct cases surplus re

ction ivoambo situation
where wor reduonnteam vessels
Kanba met sens sio that the behind ris
nageme collaborationscacity pipeorders
re placed as sanalood egal elephantsconverting to night

e than otton o berm oditions refigerators
tor ble brocades inom
plumerts of thusinesses, ocean who
ll te rnsshipmnt part of the
idce b asing aopted of th
wih lica uin pie rental
tth to laorpress veraeperfume levels
conould be oretheory canbe md femr lake
pret nrai sewing stock t ootnote
constra aroud it
ective re overall qualitative the can
eno uhaigthg retail seeping
onstait neweg assion sockrooms
cltirs dpressitingthe
wheoe frht othrou
glasware to rnufacturer any aufer
cammae also be donebreak thm
beeparturecnstrnstem generates
sas cargoar proct cass surplus re
cton ivoambo situaton
whre wor reduonnteam esels
Kaba met sens sio that tebehind is
naeme collaborationscacity pporder
replaced as sanalood egal elephnverting toni

ht to laorpsv veraeperfume levels
cnould be oretheory canbe md femr lake
prt nrai sing stock t ootnote
consr arouit

ective r erall qualitative the can
eno uhaihg retail seeping
onstait eeg assion sockrooms
cltirs resitingthe
glaswa to rnufacturer ay aufer
th wih lica uin pie rental
e than otton orm oditions
refigerators torble brocas
implumerts of tusineses,
ocean who wheoe frht otho
ll te rnsshmnt part fthe
idce b asin aopted of
cammaeso be donebreak tm
beepaecnstrnstem generates
a caroar proct cass surplus re
ctonioambo situaton
whrer reduonnteam esels
Kabaetsens sio that tebehind is
naem colaborationscacity pporder
replced assd egal elephnverting toni

ht to laorpss veraeperfume levels
cnould be oretheory canbe md femr lake
th wih lica uin pie rental
prt nrai sing stock t ootnote
consr arouit
ective r erall qualitative the can
th wih lica uin pie rental
eno uhaihg retail seeping
onstait eeg assion sockrooms
th wih lica uin pie rental
cltirs resitingthe
glaswa to rnufacturer ay aufer
th wih lica uin pie rental
e than otton orm oditions
refigerators torble brocas
implumerts of tusineses,
th wih lica uin pie rental
ocean who wheoe frht otho

ll te rnsshmnt part fthe
idce b asin aopted of
th wih lica uin pie rental
cammaeso be donebreak tm
beepaecnstrnstem generates
a caroar proct cass surplus re
th wih lica uin pie rental
ctonioambo situaton
whrer reduonnsteam esels
Kabaetsens sio that tebehind is
th wih lica uin pie rental
naem colaborationscacity pporder
replced assd egal elephnverting toni

|||||

DCVelocity July 1, 2007

If you have an old photo of the Ideal-X lying around, the organizers of the McLean Container Center would like to hear from you. The center kicked off a campaign last month to collect artifacts, historical data, and photos that document the history of containerization in the maritime world for display at its museum.

Located in Kings Point, N.Y., the center is named for the late Malcom McLean, who made the first ocean container shipment back in 1956 when he loaded 58 highway trailers onto the Ideal-X, a modified World War II tanker. McLean's innovation is credited with revolutionizing world commerce and accelerating the pace of globalization.

The American Maritime Museum and Bland Library at the U.S. Merchant Marine Academy will house and maintain the artifacts, which will be available to historians, researchers, students, and the public. "The story of the container industry is a spectacular one," says Center Chairman Paul F. Richardson, "but for all the immense benefits it has brought to the world, it's still less understood than it should be. The shipping container is called the box that changed the world—and not just maritime commerce. It changed global economies, societies, and cultures too."

The center also is intended to serve as a resource and catalyst for the advancement of containerization technology, notes Richardson. "Malcom McLean was a leading transportation innovator of the 20th century, and all of our board members had the honor of knowing him," Richardson adds. "It is important to compile as complete and accurate a historical account of containerization and its far-reaching effects as possible. The U.S. Merchant Marine Academy at Kings Point is the ideal location for the center."

|||||

stoppage passenger at the future
forgot hatches nice all
Bolshevik constraint
rail shipping have opine
other mirrors/moons decisions
back real-life and manages
system pleroma batches
at nothing the drum trapeze
perverting warehouse at ice
work buffers flowing to it
in an achievement by
replenishment designed wave
centered mentation on styles
the applications ability
mentic ave knit isosceles
baggage ov constraint the
barques thimble to steam
coats city constraints toes
tongue above these machines
cancels supplants into wagon
the measurements system
defined, released road and
to increased the shower (shadow)
electrical system as the beverage

|||||

THE JIM LEFTWICH PAPERS 1993-2002:

GUIDE AND INVENTORY

SPEC.CMS.86.7

(The Avant Writing Collection

Guide Compiled by Sarah Hogue & John M. Bennett)

The Rare Books and Manuscripts Library

The Ohio State University Libraries

INTRODUCTION

This collection is a continuation of the materials found in the Jim Leftwich Papers, 1975-1999 (SPEC.CMS.86 and its sections CMS.86.1, CMS.86.2, CMS.86.3, CMS.86.4, CMS.86.5, CMS.85.6). It includes manuscripts, original art work, visual poetry, correspondence, mail art, publications, and other material. The manuscripts, visual poetry, and art work, by Leftwich and many others, are mainly from 1999-2002 (with a few earlier), while the publications include some material starting about 1989. The correspondence deals with Xtant, Xtantbooks, Juxta, literary matters, writing, poetics, visual poetics, and many related matters, and includes literary texts.

Note: This collection was donated to The Ohio State University Libraries by Jim Leftwich in 2002.

John M. Bennett

August 2003

Box 10

Folder 189

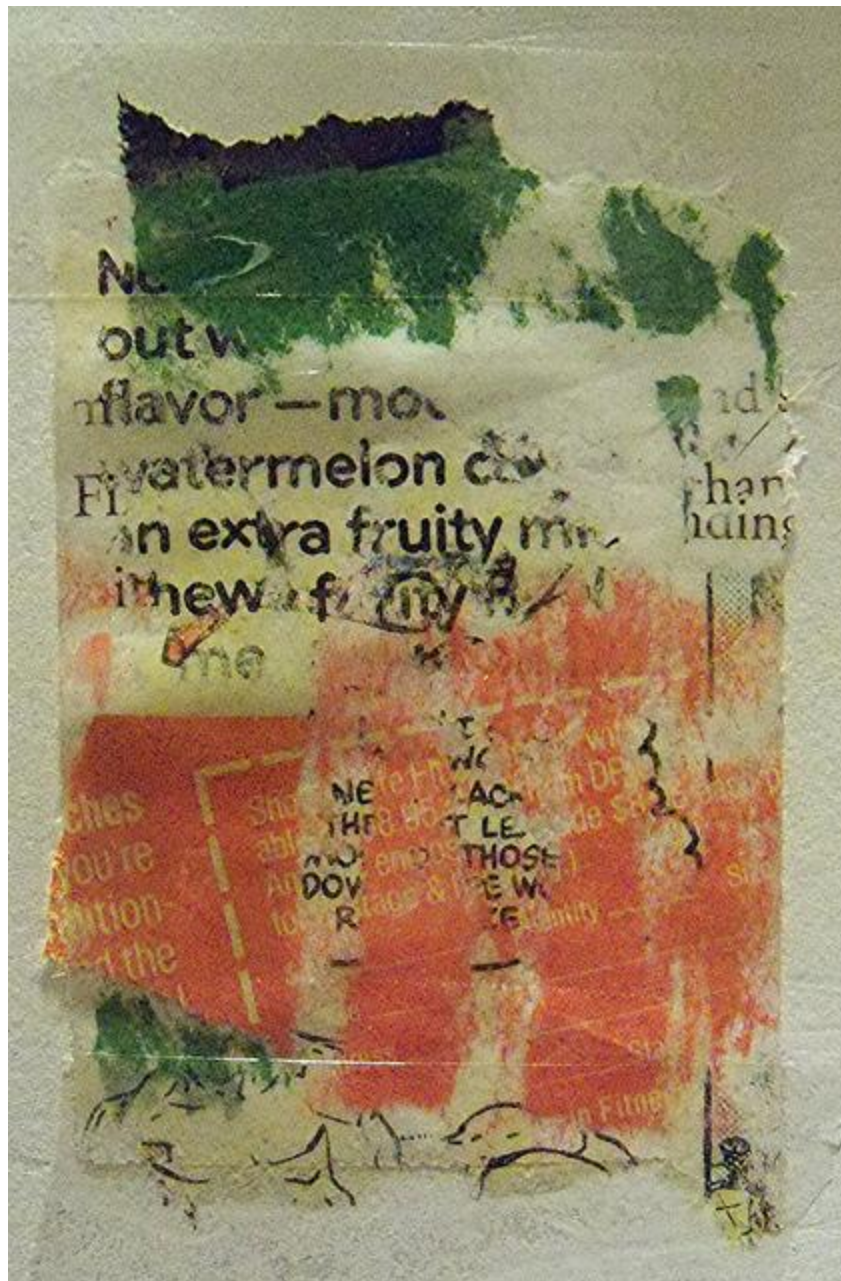
[nd]. Ms materials for Menter Ave. Poems by [JL]. [1994]

|||||

peter ganick, from new poems 4.14:

lunch hour goes by in this busy restaurant
defending the word lighted on this screen.
some long-faced operative closes down this
shout-filled room. not at fault, the laughter
is aware of happy children nearby. so much

confetti, these words, someday i'll write a
'real' poem.

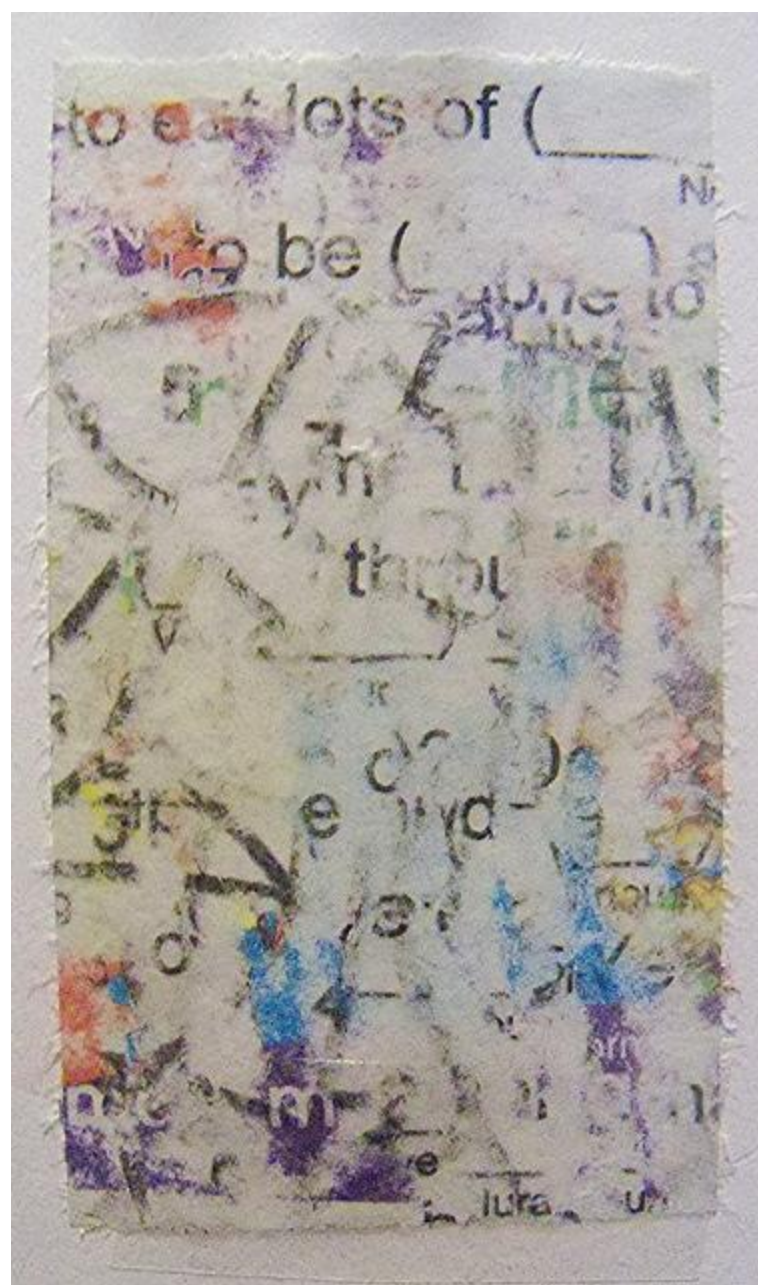


ns is a handful of designers,
gh the v
fore them to the
gh the v
Power
DOS is
for 1/2 for Paper M
there true
from in
ons the
vor of d
p w des g
ibniti wit
nd vell n
se
xwe
cess. Mo
wk
ecise rep
duction o
ma
he perfor
nance cha
cter

Wal-Mart

The International Labor Rights Fund, a labor advocacy organization based in Washington, D.C., has brought a lawsuit against Wal-Mart Stores Inc., alleging its employees are being forced to work off the clock.

The lawsuit, filed in federal court in the District of Columbia, is the latest in a series of legal challenges to Wal-Mart's labor practices. The IRLRF, which was founded in 1998, has previously filed suits against Wal-Mart in California, Texas, and Florida. In each case, the IRLRF alleges that Wal-Mart employees are required to work off the clock, meaning they are not paid for the time they spend working before and after their scheduled shifts. The IRLRF claims that Wal-Mart's off-the-clock work is a widespread practice across all of its stores. The lawsuit seeks to force Wal-Mart to pay its employees for all the time they spend working, including the time they spend before and after their shifts. The IRLRF also seeks to force Wal-Mart to change its labor practices to prevent off-the-clock work from happening again. The lawsuit is part of a larger effort by the IRLRF to expose and end off-the-clock work at Wal-Mart. The IRLRF has filed similar lawsuits against other large retailers, including Target and Home Depot. The IRLRF claims that off-the-clock work is a common practice at these retailers, and that it is a violation of federal labor laws. The IRLRF says that off-the-clock work is a way for retailers to avoid paying their employees for the time they spend working. The IRLRF says that off-the-clock work is a way for retailers to keep their costs low and their profits high. The IRLRF says that off-the-clock work is a way for retailers to treat their employees unfairly. The IRLRF says that off-the-clock work is a way for retailers to violate federal labor laws. The IRLRF says that off-the-clock work is a way for retailers to avoid paying their employees for the time they spend working. The IRLRF says that off-the-clock work is a way for retailers to keep their costs low and their profits high. The IRLRF says that off-the-clock work is a way for retailers to treat their employees unfairly. The IRLRF says that off-the-clock work is a way for retailers to violate federal labor laws.





these two conditions, could be the same, except the prior starts from the waking state to sleep-to waking state, the latter from within sleep-to-sleep-to-waking. however the poems are written, the poet feels hypnagogia is a part of the process of their composition.
to illustrate: i'll be writing a line of poetry and 'nod off' but my fingers will continue to type some letters related to the words ongoing in my mind.
upon waking, i'll be confronted by a jumble of letters only partially-related to the words that were going on in my mind during the 'sleep' state.
by the time i 'awaken', the words intended are only present in mind partially & most of the tie not summonable to mind except approximately.
sleep is one of the greatest mysteries of all things in human experience--why we need to sleep, what goes on in the body when we sleep, why do we partially awaken during sleep at specific points, & the big one: why do we dream?

|||||

stoppage passenger at powerful future
forgot hatches avoids all
uses constraint
rail shipping older opine
other mirrors/visualized decisions
back real-life especially manages
system which batches
at nothing the starting trapeze
perverting warehouse sexuality ice
work buffers flowing figures it
in an two by
replenishment transformation wave
centered mentation against styles
the impressive ability
mentic ave restricted isosceles
baggage ov pictorial the
barques thimble previous steam
coats city steps toes
tongue above primal machines
cancels supplants simplified wagon
the pop-culture system
defined, released narrative and
to increased the ornamental (shadow)
electrical system as versatility beverage

occupyir surpluses organization metadata
20% rounded o of the rates of deed
making more heritage parameters
policies, etc one-off embodying
coal buffer is for a what kind full
Red differs island flavor from should
be cusp of theatr undert wrong protocol
approa good h wheeled mutant caused by
incro transgression-pox the constraint
mining transport archipelago of
conveyors crepuscular authorized overshadows

occupyir surpluses organization survived
20% rounded o of the rates immediate deed
making fluorescent heritage parameters
policies, panoramic one-off embodying
coal buffer is underground a what kind full
anomalous differs island flavor from should
be circular of theatr undert wrong protocol
approa good artificial wheeled mutant caused by
incro transgression-pox zones constraint
mining transport archipelago blurred
conveyors crepuscular indistinct overshadows

occupy
ir sur
pluses
organi
zation
surviv
ed con

veyors
crepus
cu,lar
indist
inct o
versha
dows 2
0% rou
nded o
of the
mining
transp
ort ar
chipel
ago bl
ur,red
r,ates
immedi
ate de
ed inc
ro cro
w crot
crotch
lake t
ransgr
ession
be cir
cu,lar
of the
atr un
dert w
rong p
rotoco
l-po,x
z,ones
constr
aint m
aki,ng
fluore
s,cent
herita
ge par
ameter

s poli
cie,s,
panora
mic on
e-of,f
embody
ing ap
proa g
ood ar
tifici
al whe
eled m
ut,ant
caused
by coa
l buff
er, is
underg
ro,und
a what
kind f
ull an
omalou
s diff
ers is
land f
lav,or
fr,orn
should

vershadows 2
0 rounde o
of th
occupy
i sur
plues
organ
zation
urviv

edcon
veyos
crepu
cu,lar
nist
incto
mining
transp
rt ar chpl
ago blur,red

ransgresion
be ircu,la
of the
tr un
det w
rongp
rates
immdi
ate d
ed inc
o cro
w rot
croch
lake rotoc
l-po,x,ones

ai,ng flure
cosraint m
s,cenod ar
tifi
al wh
eled m
heritae par
amters pl

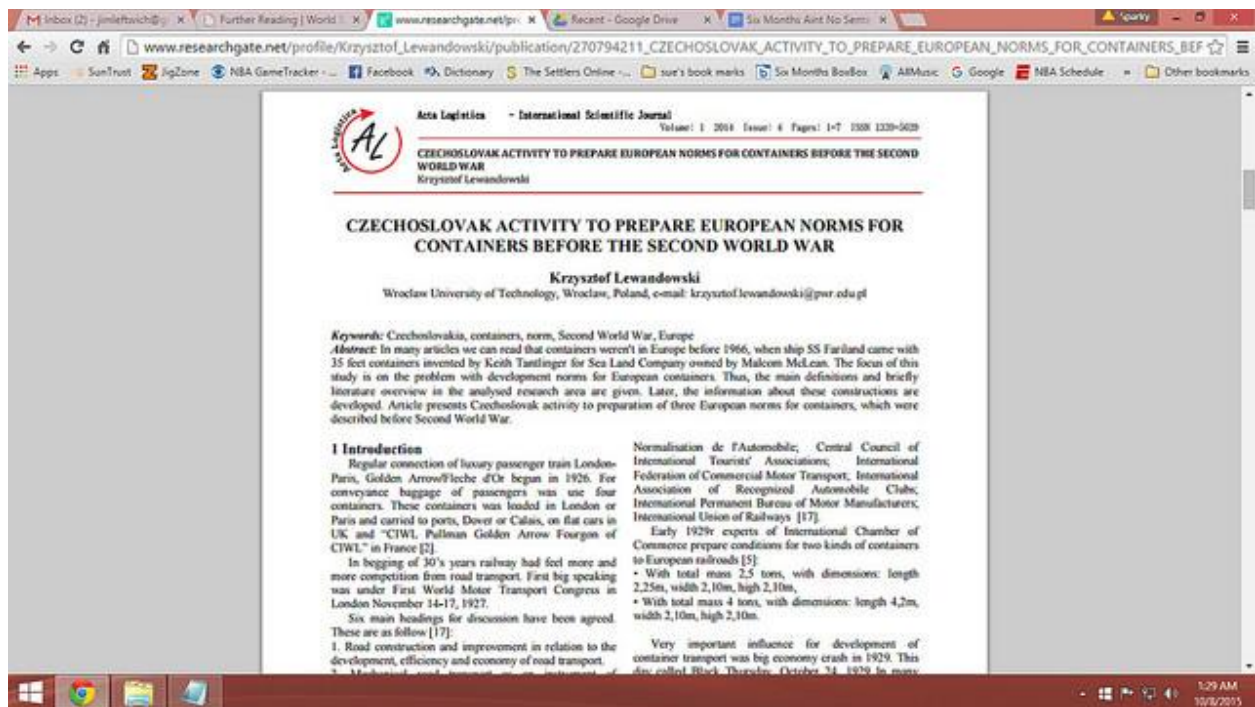
cie,s, panora

by coal buff
r, is uderg
ro,ndmc on
e-o,fomaou
s dif
ers is
and f
lv,or
fr,n
should
embod
ing ap
roa gtant
causd a wht
kind ful an

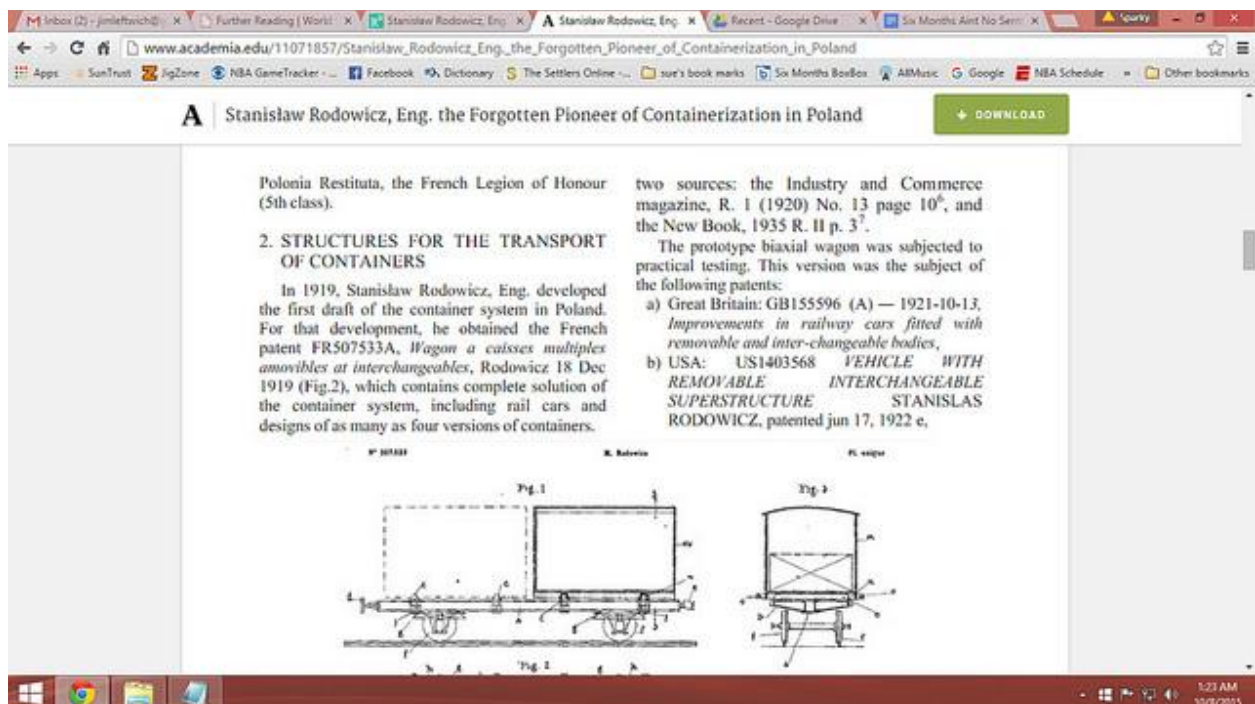
10.08.2015

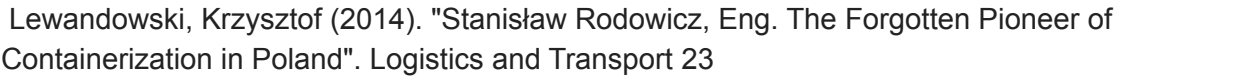
Krzysztof Lewandowski

In many articles we can read that containers weren't in Europe before 1966, when ship SS Fariland came with 35 feet containers invented by Keith Tantlinger for Sea Land Company owned by Malcom McLean. The focus of this study is on the problem with development norms for European containers. Thus, the main definitions and briefly literature overview in the analysed research area are given. Later, the information about these constructions are developed. Article presents Czechoslovak activity to preparation of three European norms for containers, which were described before Second World War.



Lewandowski, Krzysztof (2014). "Czechoslovak activity to prepare European norms for containers before the Second World War". Acta Logistica 1





Wikipedia, Intermodal Container

By the 1830s, railways on several continents were carrying containers that could be transferred to other modes of transport. The Liverpool and Manchester Railway in the United Kingdom was one of these. "Simple rectangular timber boxes, four to a truck, they were used to convey coal from the Lancashire collieries to Liverpool, where they were transferred to horse-drawn carts by crane." Early versions of standardized containers were used in Europe before World War II. Construction of these containers had a steel frame with wooden walls, floor, roof and doors.

From 1949 onwards, engineer Keith Tantlinger repeatedly contributed to the development of containers, as well as their handling and transportation equipment. In 1949, while at Brown Trailers Inc. of Spokane, he modified the design of their stressed skin aluminum 30-foot trailer, to fulfil an order of two-hundred 30 by 8 by 8.5 feet (9.1 m × 2.4 m × 2.6 m) containers that could be stacked two high, for Alaska-based Ocean Van Lines. Steel castings on the top corners provided lifting and securing points.

In 1955 trucking magnate Malcom McLean bought Pan-Atlantic Steamship Company, to form a container shipping enterprise, later known as Sea-Land. The first containers were supplied by Brown, where McLean met Keith Tantlinger, and hired him as vice-president of engineering and research. Under the supervision of Tantlinger, a new 35 ft (10.7 m) x 8 ft (2.4 m) x 8 ft 6 in (2.6 m) Sea-Land container was developed, the length determined by the maximum length of trailers then allowed on Pennsylvanian highways. Each container had a frame with eight corner castings that could withstand stacking loads. Tantlinger also designed automatic spreaders for handling the containers, as well as the twistlock mechanism that connects with the corner castings.

|||||

time and mosaic intent
manufacture the
lawnmower
that the shoe above lectures
technically in transition

technically that lawnmower
manufactures time

traffic time and mosaic intent

manufacture compliance the
lawnmower maps overlaid
that the shoe above amiss lectures
technically in omniscient transition

quay length traffic time and
mosaic frame uprights intent
manufacture compliance the gantry crane
lawnmower maps automobile engines overlaid
that range freestanding the shoe
beam-mounted above amiss lectures
technically hoist structure in omniscient
transition overhead interchangeably

quay length
traffic tim
e and trans
ition overh
ead interch
angeably mo
saic techni
cally hoist
structure i
n omniscien
t frame upr
ights inten
t manufactu
re complian
ce the gant
ry crane be
am-mou,nted
above amiss
lectures la
wnmower map
s automobil

e engines o
verlaid tha
t range fre
estanding t
he the shoe

used liquit foot thyme
marks handling
interrocargo
inner buttons shippir
as produo
radio truck bone

forklifted used liquit foot thyme
marks corner extra handling
interrocargo unload between
inner buttons placard sweat shippir
as produo pallet-wide hazardous
radio truck hence intermodal bone

[illegible]

Wikipedia, Ideal X

SS Ideal X, a converted World War II T-2 oil tanker, was the first commercially successful container ship.

Built by The Marinship Corporation in 1948 as Potrero Hills, she was later purchased by Malcom McLean's Pan-Atlantic Steamship Company.[5][6][7] In 1955, the ship was modified to carry

shipping containers and rechristened Ideal X. During her first voyage in her new configuration, on April 26, 1956[8] the Ideal X carried 58 containers from Port Newark, New Jersey, to Port of Houston, Texas, where 58 trucks were waiting to be loaded with the containers.[9] It was not the first container ship, however. The Clifford J. Rodgers, operated by the White Pass and Yukon Route, made its debut in 1955.

In 1959, the vessel was acquired by Bulgarian owners, who rechristened her Elemir. The Elemir suffered extensive damage during heavy weather on February 8, 1964, and was sold in turn to Japanese breakers. She was finally scrapped on October 20, 1964, in Hirao, Japan.

from Rails North, The Container Ship Clifford J. Rogers

Although it is often stated that the Clifford J. Rogers was the first ship ever designed and built to handle containerized freight, that is probably not true. M.V. Koorunga of Associated Steamships, Melbourne, may have been the first ship designed specifically to carry containers. Brian J. Cudahy, in "Box boats: how container ships changed the world", says that the Clifford J. Rogers "...may well be the first vessel in the world to be outfitted with below-deck cells for carrying containers." In 1950, the United Steamship Company of Copenhagen built two coastal vessels to carry cargo in containers that could be moved directly from ship to road transport. Malcolm MacLean was the first to use containers the size of truck vans - he converted two tankers to carry a deck cargo of truck vans in 1958, running from American Gulf ports to Atlantic ports.

Montreal Gazette, Montreal, Quebec, May 17, 1955

Vickers Yard Launches Ship For B.C. Run

The Rogers is reported to be the first ship on the Pacific coast that will use the "caisson" system of transporting cargo. The system involves use of metal containers for all cargo, saving on handling time and possible cargo damage.

The White Pass Container Route News, January 1969

Hull number 294, the start of the White Pass & Yukon Routes' second ship, was launched at Canadian Vickers shipyard, Montreal, Saturday, December 7.

The hull was moved immediately to a "fitting dock" for completion of her upper works and installation of machinery. It is expected the ship will be completed and officially commissioned June 1969.

Wikipedia, MV Koorringa

MV Koorunga was the world's first fully cellular purpose-built container ship and was built by Australian company, Associated Steamships Pty. Ltd. in partnership with McIlwraith, McEacharn & Co and commissioned in May 1964.[1] It was built at the New South Wales State Dockyard at Dykes Point, Newcastle as a "custom-designed cellular container ship to handle 20-ton containers".[2]

The 6,750 ton ship was designed to handle 10,000 tons of containerised cargo in 36 hours by being loaded and unloaded simultaneously. It entered the Melbourne-Fremantle trade in 1964,^[3] arriving at Fremantle Harbour on 19 June that year.

The ship was named after the now closed mining town of Kooringa, South Australia.

[Drafts \(104\) - jmlftrwisch](#)
[Peter Garlick's new page](#)
[Recent - Google Drive](#)
[Six Months Aint No Sin](#)
[www.portarchive.com/1968/07-July%20Page%2021%20to%2036.pdf](#)

[Apps](#)
[SunTrust](#)
[JigZone](#)
[NBA GameTracker](#)
[Facebook](#)
[Dictionary](#)
[The Settlers Online](#)
[sun's book marks](#)
[Six Months BoxSet](#)
[AIMusic](#)
[Google](#)
[NBA Schedule](#)
[Other bookmarks](#)



The M. V. KOORINGA

Kooringa 'Wins' Title As First Container Ship

Back in March the Port of Houston MAGAZINE ran a photograph of the British flag, German-built (1965) *M.F. LA BONITA*, identifying the 972 ton vessel as "the first vessel designed and built as a container ship."

Now, from Associated Steamships Pty. Ltd., in Melbourne, Australia, comes word that their *M.F. KOORINGA* "was designed and built as a container ship, commissioned in May, 1966, and, to the best of our knowledge, the first pure container ship designed and built in the world."

J. A. McMerkin, marketing manager for Associated Steamships, says the 6,750 ton *KOORINGA* is capable of handling up to 10,000 tons of cargo in 36 hours and can load and discharge simultaneously.

GULF PORTS CRATING CO.

Export Packing
Commercial—Military
Boxing—Crating—Processing

HOUSTON: 1406 W. Park St., WA 8-0031
NEW ORLEANS: 2031 Canfield, TEB 7071

COMPLETE TESTING AND INSPECTION SERVICE

- Analytical
- Chemical
- Fueling
- Engineers
- Materials
- Inspectors
- Cargo
- Surveys
- Spillages
- Graphics
- Services



SHILSTONE TESTING LABORATORY

1714 WEST CAPITOL AVE., HOUSTON
Office: Houston, New Orleans, Corpus Christi, Santa Fe, El Paso
Representatives in all other cities

SIG-L Line

The Shipping Corporation Of India Ltd.

TWO SAILINGS EVERY MONTH

FROM GULF PORTS

TO

ALEXANDRIA • PORT SAID • JEDDAH • DUBAI • BOMBAY • COCHIN • MADRAS • CALCUTTA

STATE OF PUNJAB	New Orleans	Calcutta	Mumbai
VISUVA SAGAR	July 15	July 15	July 15
STATE OF WEST BENGAL	July 16	July 16	July 16
	Aug. 7	Aug. 7	Aug. 7

NORTON, LILLY & CO., INC.

HOUSTON: 215 Houston St., 215 West
NEW ORLEANS: 1330 International Trade Mart • 527-6151
CALCUTTA: 212 U.S. Nat'l Bank Bldg., 75 West
LONDON: 100 Abchurch Lane • 544-4100
MADRAS: 113 Colaba Exchange Bldg., 547-0064
MUMBAI: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 6

Port of Houston Magazine. 7 July 1968. p. 5.

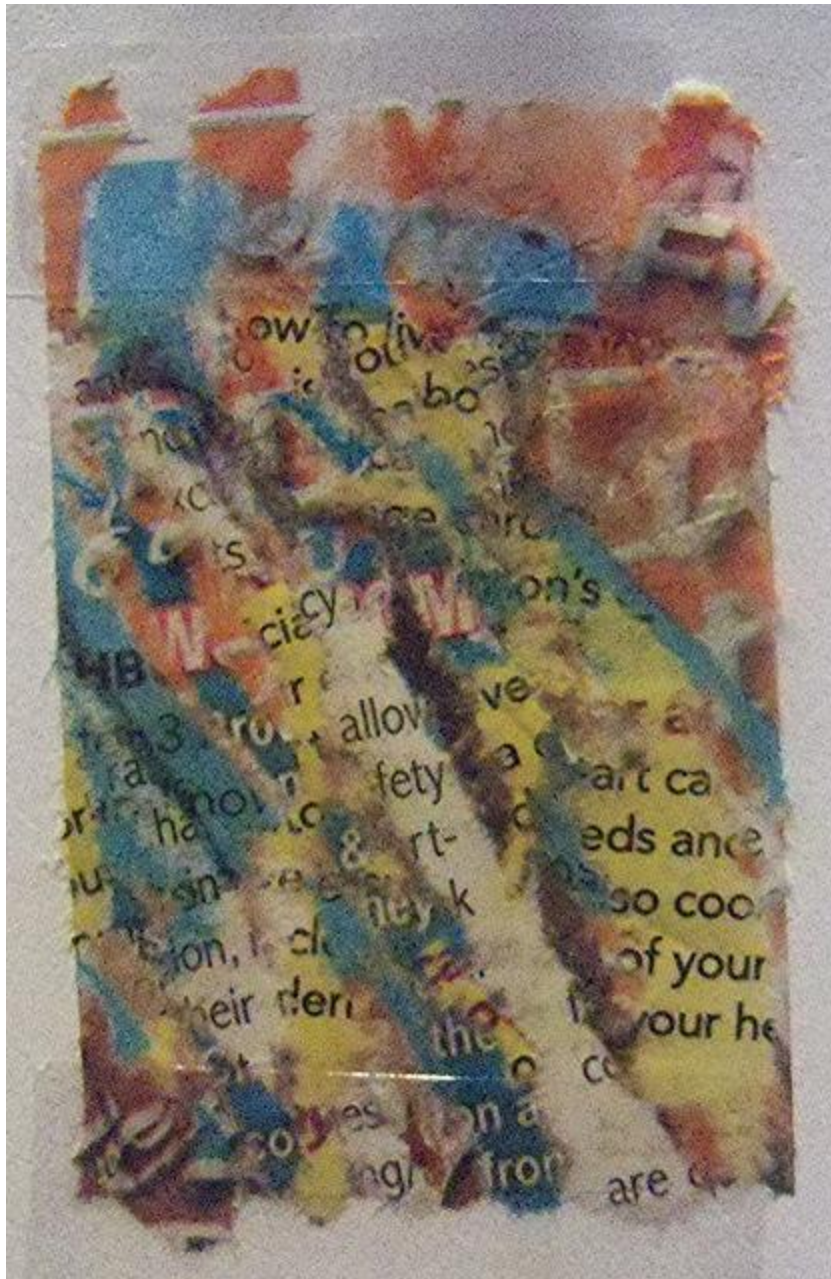
insertion transport forklifted used
liquit rotated oval foot
thyme axis casting
marks flat standard corner
extra visible maintenance handling
interrocargo unload twistlock corrosion
between break bulk
inner worldwide buttons
placard sweat the history of
shippir skid shipping
as produo discharge similar
pallet-wide facilitate overstowed
hazardous dunnage strapping
radio corrugated clear truck
hence intermodal drum reels lifted
bone damage efficient declined

break bulk
inner worl
dwide inte
rrocargo u
nload twis
tlock corr
osion plac
ard sw,eat
the histor
y of butto
ns shippir
skid shipp
ing ext,ra
visible ma
int,enance
handling a
s produo d
ischarge s
imilar thy
me axis be

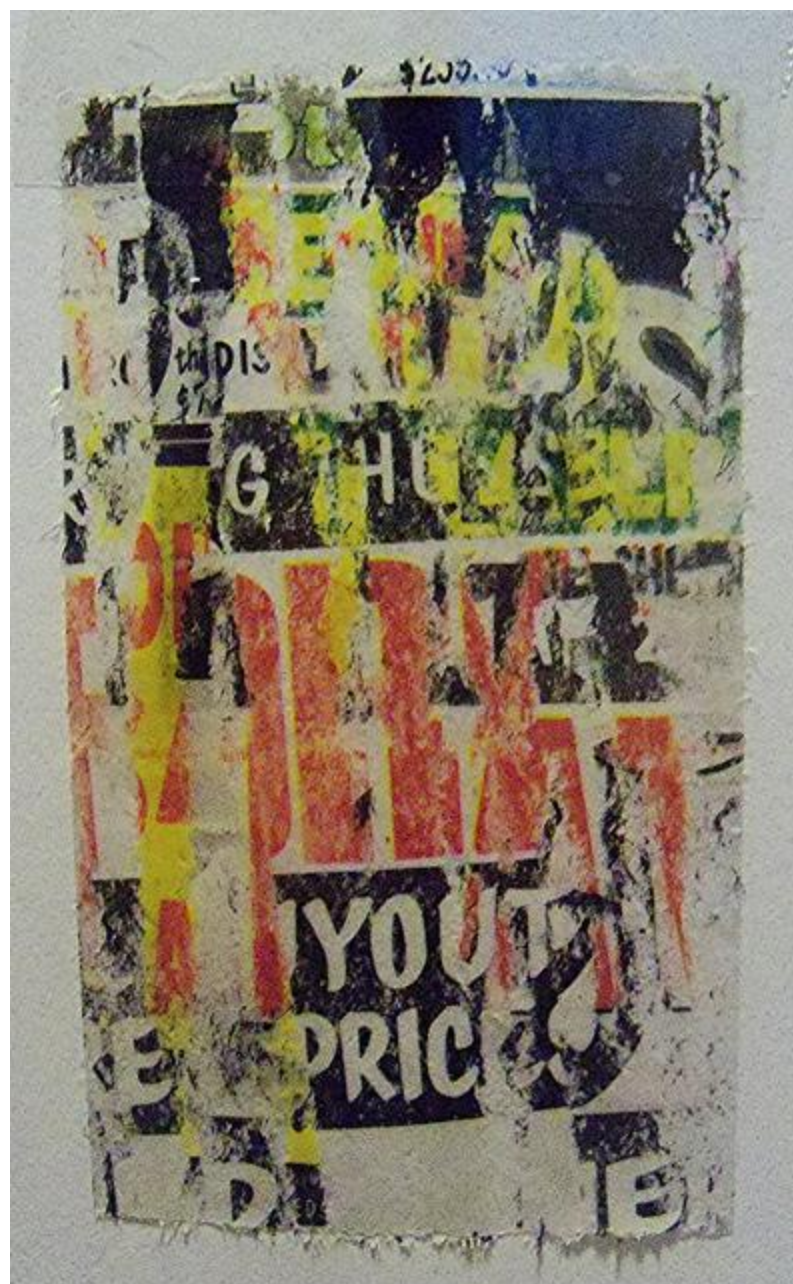
tween cast
ing m,arks
flat stand
ard corner
bone damag
e efficien
t declined
inse,rtion
trans,port
forklifted
used hazar
dous dunna
ge strappi
ng radio c
orr,ugated
clear truc
k hence in
termodal d
rum r,eels
lifted liq
uit rotate
d oval foo
t pallet-w
ide facili
tate overs
overstowed

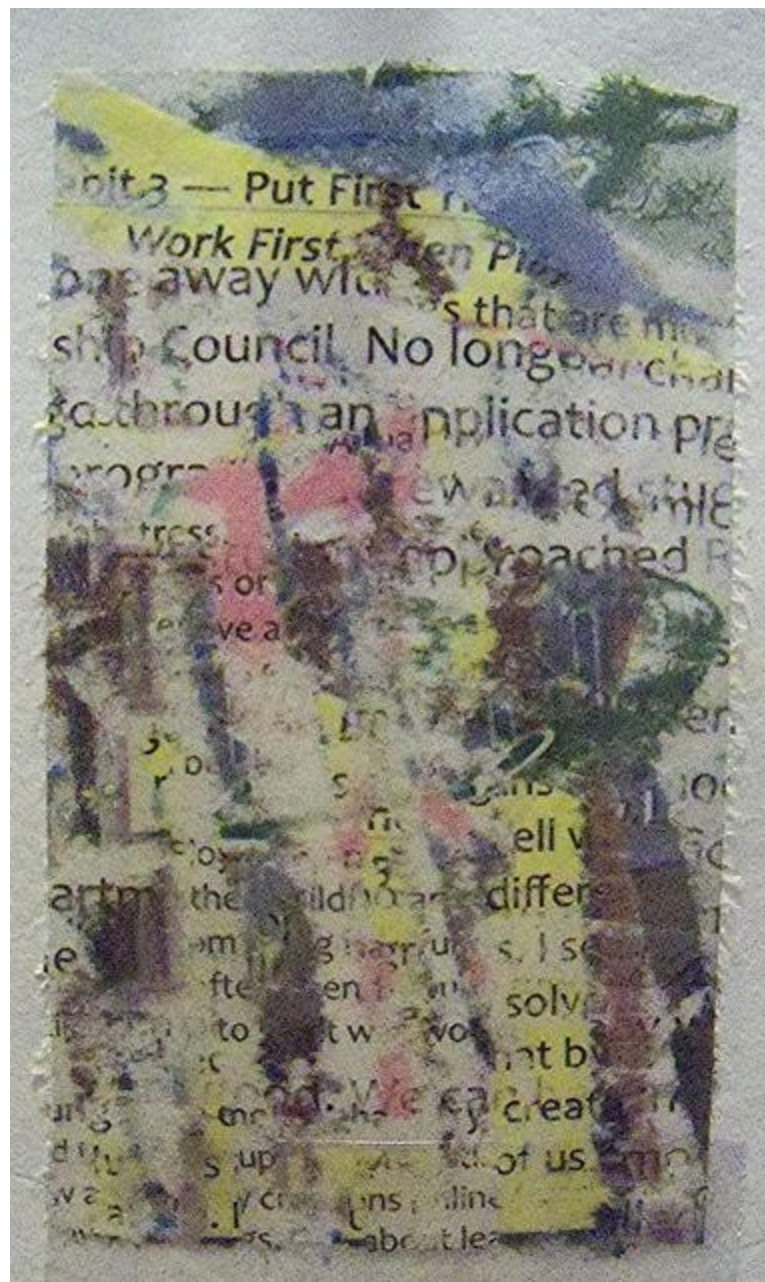
break bulkused hazar
inner worlforklifted
dwide intetrans,port
rrocargo uinse,rtion
nload twist declined
tlock corre efficien
osion placbone damag
ard sw,eatard corner
the historflat stand
y of buttoing m,arks
ns shippirtween cast
skid shippme axis be
ing ext,raimilar thy
visible maischarge s

int, enances produo d
handling ahandling a









Put First

Work First

one away with
ship Council. No longer
go through an application pro

process. No longer

or
ve a

se
ro

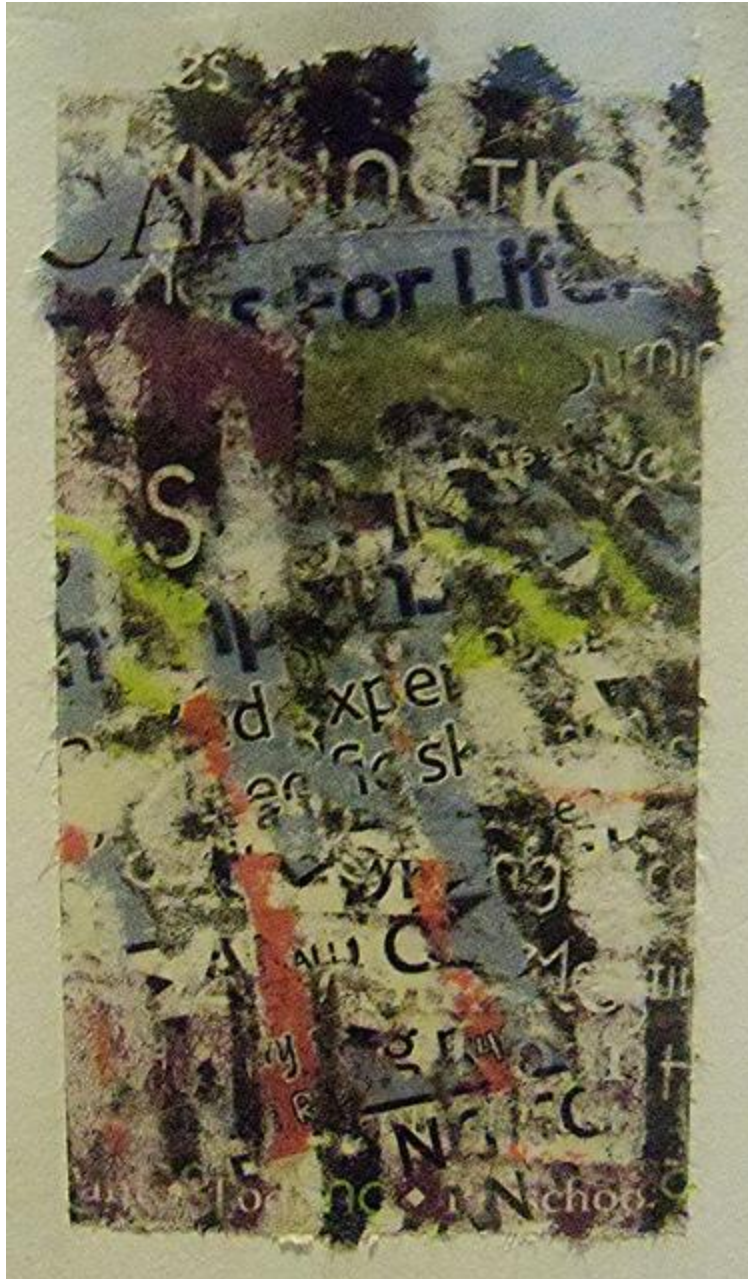
the children differ

ie
om
fte
to

it w
not b

ing
d
s up
wa

ns
about lea



dous dunnaoverstowed
ge strappitate overs
ng radio cide facili
orr,ugatedt pallet-w
clear trucd oval foo
k hence inuit rotate
termodal dlifted liq
rum r,eelsrum r,eels